Recognized Authority on Connellsville Coke Trade.

The Weekly Courier.

Circulates Wherever Coke is Manufactured or Used.

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Prices and Prospects.

IE SPOT COKE MARKET IS STIFFER BUT DEMAND AND OFFERINGS ARE LIGHT

esent Range $6.75 to $7.25, With Small Sales at Both Figures.

INTERESTS OUT OF MARKET

hough They Need Additional Coke, t is Believed; Spot Foundry 50 Cents ligher Than a Week Ago; No Interest in Contract Furnace; Iron Up.

Special to The Weekly Courier.

PITTSBURG, Nov. 22.—Despite the tinued absence of the large buyers spot furnace coke, whose purchases ne time ago advanced the spot rket so sharply, the market is holdits own fairly well, and very well nsidering the lightness of the spot nand. While sales were noted a ek ago at $7.00 and $7.25, there was least one sale later in the week at 00, and on some days it appeared ost impossible to sell spot coke, espective of price. At no time e the offerings been of consequence, anything like sufficient to satisfy volume of spot demand that was ularly in the market a fortnight l more ago.

This week the demand has continued it but the market is stiffer nevertless. Yesterday there were sales at h $6.75 and $7.25, but one lot of 25 s, was sold at $6.00. Today's marshows the range to be $6.75@$7.25. The question now agitating the nds of the trade is what would ur if a really large demand for spot e should arise. In some quarters re is a definite belief that certain ge interests are staying out of the rket, although they really need litional coke. They profess, howr, to be comfortably fixed.

Pig iron production continues very ge. Owing to favorable weather furnaces have continued erate at very close to the high rate y reached in October, always a ord breaking month in pig iron duction.

Foundry coke for spot shipment is nging still higher prices, and the rket is quotable 50 cents higher n a week ago. There has been te a number of sales at $10.00, ugh on the whole this is an outside ce. There are rumors of still her prices being paid, but only in ogether exceptional instances at t, and the rumors are not adeately confirmed. There is a moder amount of interest in foundry fe on contract, but practically none contract furnace coke. The market now quotable as follows:

ot furnace	$6.75@$7.25
ntract furnace, nominal	$4.00
ot foundry	$9.50@$10.00
ntract foundry	$5.50@$6.50

The pig iron market has continued rance, though not uniformly in all ades. Several sales of small lots of ssemer have been made at $31.00, lley, an advance of $1 a ton over market of a week ago, and some otations are reported as being made $32.00. Foundry iron has jumped a ton, carrying malleable with it. e last sales of basic definitely reted were at $25.00, but it is very ubtful whether any more could be tained at that figure. A sale of 4,000 ns is reported at $25.50.

Sales of basic iron for the second lf of 1917 now amount to a considable tonnage, the selling not having rted until $24.00 was reached. As furnaces sold a great deal of iron t August for first half at $18.00 air average for the second half will much higher than for the first half. e market now stands quotable as lows:

essemer	$31.00
asic	$25.00@$26.00
asic	$25.00@$26.00
o. 2 foundry	$27.00@$28.00
alleable	$27.00@$28.00
ay forge	$26.50@$27.50

Lake Superior iron ore prices for e 1917 season are likely to become tablished within a day or two at an vance of about $1.30 over the 1916 hedule. This would increase the st of making pig iron by about $2.40 ton in the case of furnaces buying eir ore, but this would not affect the naces until about June.

MINE STILL BURNING.

ter Four Years Fire is Destroying British Columbia Workings.

FURNIE, B. C., No. 21.—After being aled and supposedly barricaded om the outside air for nearly four ars for the purpose of extinguishing fire, surface indications in a coal ine at Corbin, B. C., yesterday showthat the fire had not exhausted itlf and was spreading underground an alarming extent.

Assistance was summoned from re and mine inspectors left with ygen equipment to make an underound examination of the mine.

To Extend K. & M.

The Kanawha & Michigan railroad to be extended twenty miles along e Gauley river from Gauley Bridge develop coal and timber lands in cholas, Greenbrier and adjacent unties in West Virginia.

New Houses at Vestaburg.

The contract has been awarded by e Vesta Coal Company for the conruction of 10 new double houses at ataburg.

COKE FREIGHT RATES.

The freight rates on coke from the Connellsville district, which includes what is officially known as the Connellsville region (sometimes called the Basin district) and the Lower Connellsville region (often called the Klondike and sometimes the Masontown district) to principal points of shipment, are as follows, per net ton of 2,000 pounds:

Destination.	Rate
Baltimore	$1.80
Buffalo	1.85
Canton	1.40
Chicago	2.50
Cleveland	1.80
Columbus	1.65
Detroit	2.10
E St. Louis	2.80
Erie	1.85
Harrisburg	1.70
Joliet	2.50
Louisville	2.50
Milwaukee	2.55
New York	2.85
Philadelphia	2.05
Pittsburg	.75
Port Henry, N. Y.	2.80
Pottstown	1.95
Reading	1.85
Richmond, Va.	2.91
South Bethlehem	2.00
Swedeland, Pa.	2.00
Toledo, O.	1.85
Wheeling	1.20
Valley Points	1.20

FURTHER STEEL PRICES ADVANCE

Bars, Shapes and Plates Raised $4 and $5 Respectively; Buyers Apparently Willing to Pay Any Price.

Special to The Weekly Courier.

NEW YORK, Nov. 22.—The American Metal Market and Daily Iron & Steel Report will review the steel and iron trade tomorrow as follows:

Bars and shapes were advanced Monday $4 a ton and plates $5, the advances being as great as occurred during the whole first half of 1915, when the steel market was regarded as advancing at a comfortable rate. Galvanized sheets are up $10 a ton, black sheets $7 and tin plate $15 a ton to $7.00 per base box as minimum.

The lake ore rate for 1917 has been established by the chartering of the major portion of the vessel capacity at a rate of $1.00 per ton net to the vessel, an advance of 50 cents over the regular rate for 1916. Within a day or two Lake Superior ore prices are likely to be established by regular sales at an advance of about $1.30 from the 1916 basis, or at $5.75 for old range Bessemer, $5.00 for old range non-Bessemer, $5.50 for Mesabi Bessemer and $4.85 for Mesabi non-Bessemer.

The pace in steel price advances is astonishing, even in the light of what has already occurred in this spectacular movement. Any advanced price that is asked seems to be obtained readily, and on a greater tonnage than the mills are really anxious to sell. Doubtless many buyers have dropped out of the market, but the remaining domestic buyers are sufficient to keep the market active, while there is a large unsatisfied export enquiry. On many products export prices are distinctly higher than domestic.

The general break in steel prices, which last spring seemed a distinct possibility within six or nine months, does not appear as near at hand. The next general development is more likely to be a great curtailment in domestic buying, foreign buyers stepping in instead. Since the war started less than 25% of the steel made has been exported. Eventually the proportions may be half and half, to the disadvantage of domestic consumers.

OPEN FIGHT IN CHICAGO

Courts There Will Probably be First to Pass on Adamson Law.

CHICAGO, Nov. 17.—That Chicago may become the scene of the first legal fight on the constitutionality of the Adamson eight-hour law appeared to be a probability today with the announcement that almost a dozen out of town chiefs of the railroad brotherhoods had arrived here.

Several railroad attorneys have stated the railroad companies have picked the local federal court for the chief test of the law's validity.

LOUISVILLE, Ky., Nov. 17.—A suit was entered in the federal court here this morning by the Illinois Central railroad to test the validity of the Adamson law.

WANT AN EMBARGO.

Miners Would Keep Food From Being Shipped to Europe.

PEORIA, Ill., Nov. 17.—A resolution addressed to President Wilson asking a federal investigation of high foods prices and suggesting an embargo to prevent shipment of foodstuffs to foreign countries was adopted unanimously by delegates to a special convention of the Illinois division of United Mine Workers of America here today.

The resolution says the convention represents 82,000 miners.

Upper Lake Coal Shortage.

Shortage on coal from lake ports amounts to over 8,000,000 tons this season, according to a statement made by Congressman M. E. Burke of Wisconsin.

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING NOV. 18, 1916.				WEEK ENDING NOV. 11, 1916.			
DISTRICT.	Ovens.	In.	Out	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	20,819	18,398	2,421	224,783	20,819	18,448	2,371	238,855
Lower Connellsville	17,564	15,271	2,293	173,566	17,553	15,203	2,350	182,658
Totals	38,383	33,669	4,714	398,299	38,372	33,651	4,721	421,513
FURNACE OVENS.								
Connellsville	16,984	15,121	1,863	185,063	16,984	15,121	1,863	196,383
Lower Connellsville	5,826	5,036	790	60,956	5,826	5,036	790	64,343
Totals	22,810	20,157	2,653	246,019	22,810	20,157	2,653	260,726
MERCHANT OVENS.								
Connellsville	3,835	3,277	558	38,770	3,835	3,327	508	42,172
Lower Connellsville	11,738	10,235	1,503	112,610	11,727	10,167	1,560	118,315
Totals	15,573	13,512	2,061	151,380	15,562	13,494	2,068	160,787

SHIPMENTS.	WEEK ENDING NOV. 18, 1916.		WEEK ENDING NOV. 11, 1916.	
To Pittsburg	3,574 Cars.	126,716 Tons.	4,173 Cars.	147,960 Tons.
To Points West of Pittsburg	5,318 Cars	191,265 Tons.	5,677 Cars.	203,569 Tons.
To Points East of the Region	1,538 Cars.	54,938 Tons.	1,636 Cars	54,144 Tons.
Totals	10,430 Cars.	372,859 Tons.	11,486 Cars.	405,973 Tons.

ANOTHER ADVANCE IN WAGES IS MADE BY U. S. STEEL CORP.

Increase of 10 Per Cent Will Become Effective December 15.

IS LIKELY TO INCLUDE MINERS

Announcement Makes No Reference to Other Than Iron and Steel Subsidiaries, But Mining Concerns Have in the Past Benefitted With Others.

The United States Steel Corporation yesterday announced a voluntary increase of 10 per cent in the wages of the employes of its steel and iron companies, to become effective December 15. This is the third advance this year. An official of the corporation stated that increased living expenses had much to do with the action of the big concern.

Although there is no reference in the announcement to the mining companies, it is presumed that employes of the H. C. Frick Coke Company will ultimately be included in the general advance. The mining companies have invariably shared in the general wage advances of the past, and there is no reason to believe that they will be excepted at this time. There is a decided shortage of labor in the Connellsville coke region, which a wage advance might relieve, to some degree.

At the offices of the H. C. Frick Coke Company at Scottdale no statement was forthcoming. Officials said the only information they had on the subject was that contained in the morning papers. It is usually a week or more after such an announcement before they are given official notice of a wage adjustment.

The new schedule will place wages at the highest figure ever paid by the corporation. It is estimated that 75,000 men in the Pittsburg district alone will profit by the advance. The companies affected include the Carnegie Steel Company, National Tube Company, American Bridge Company, American Steel & Wire Company, American Sheet & Tin Plate Company and several smaller concerns.

The wage advance affects a total of 200,000 employes of the corporation, and is expected to add about $20,000,000 a year to the payroll.

OTHER CONCERNS FOLLOW.

YOUNGSTOWN, Nov. 22.—Following the announcement of a 10 percent increase by the United States Steel Corporation, the Brier Hill Steel Company and the Republic Iron & Steel Company today announced a similar increase for its employes. The Youngstown Sheet & Tube Company, it is expected, will follow the lead. About 30,000 workmen in this district are affected.

IRON WORKS BURNS.

Big Plant at Muncie, Indiana, Destroyed by Fire.

MUNCIE, Ind., Nov. 21.—The Whiteley Malleable Iron & Casting Works, one of the larger factories in Eastern Indiana, was destroyed by fire early yesterday, causing a loss estimated at from $250,000 to $300,000.

The fire is supposed to have started from the intense heat in the foundry of the plant and spread so rapidly many of the employes had narrow escapes.

Strikers are Restrained.

SOMERSET, Nov. 17.—By agreement of both sides Judge Ruppel filed a decree making permanent the injunction recently granted restraining strikers in the Hooversville mining region from calling non-union men "scabs" and other opproprious names, and from parading for the purpose of intimidating men at work for the companies operating there.

Structural Order Placed.

The American Sheet & Tin Plate Company has placed a contract for 2,140 tons of structural steel.

EMBARGOES ARE LIFTED

Pennsylvania System Removes the Restrictions Placed on Western Traffic Last Week.

According to official announcement from the offices of the Pennsylvania railroad the freight congestion west of Pittsburg has been so much relieved that embargoes which have been in effect against freight from the entire East for all Western points reached through Pittsburg, were almost entirely removed Monday.

Restrictions still apply against freight for the Youngstown, O., district with the exception of coal, coke, ore, limestone, dolomite, perishable freight, foodstuffs for human consumption and United States government freight. Otherwise, both the Fort Wayne and Panhandle routes are now free.

The embargoes against the receipt of freight destined for the West, moving through Pittsburg were placed by the Pennsylvania railroad on November 11. They covered everything except livestock, perishables, foodstuffs, for human consumption, coke and limestone, and practically cut off the Pennsylvania from westbound freight, almost completely suspending Western traffic on the Star-Union Line, which operates the entire freight service for the Pennsylvania system for everything passing through Pittsburg. This marked the first time on record on which the Star-Union Line, the Fort Wayne and Panhandle routes through the Middle West, were unable to handle business, with the single exception of the period of the devastating floods in Ohio and neighboring states in the spring of 1913.

The embargoes on the Pennsylvania railroad on westbound freight were not placed until this step was absolutely necessary, in order to prevent the congestion from getting beyond control. Every possible effort was made to clear up the lines and the restrictions have been removed at the earliest moment that conditions permitted.

BEGIN TESTS FOR BIG COAL PLANT

Indications Point to Early Development of Large Tract of Greene County Coal.

Material and equipment were unloaded at Carmichaels yesterday for the drilling of three test holes on the property of the Youngstown Sheet & Tube Company. It was unofficially stated that the holes are to be drilled immediately to determine the slope of the coal, and a shaft for the operation of coal will be put down within a very short time. It is said that a large coal and coke plant will be constructed by the Youngstown Sheet & Tube Company on its properties as quickly as it can be done. Engineers of the company are busy on the work.

The Youngstown Sheet & Tube Company is the owner of 6,000 acres of coal in that vicinity and it is to be operated at a plant to be constructed about one-half mile from Carmichaels, eastward toward the Monongahela river. It is said that the plant will be the largest in Greene county.

James A. Campbell, who is a member of the J. V. Thompson Creditors' Committee, is president of the Youngstown Sheet & Tube Company. J. V. Thompson is the owner of a large area of coal lands near the Youngstown Sheet & Tube Company's properties.

SILLY STORY DENIED.

Mine Operators Not Responsible for the Coal Shortage.

Resenting the silly charge that the mine operators are responsible for the coal shortage, through voluntarily restricting their mine output, instead of straining every nerve to increase it, officials of W. Harry Brown's Alicia mines have stated that for the first half of November the mines had produced over 3,000,000 bushels of coal.

One hundred and sixty-five miners are employed and the October production is a record one for them. Many of the men are voluntarily working overtime and miners are being sought to further increase the production.

THE GREENSBURG DISTRICT HARDER HIT THAN NEIGHBOR

By the Car Shortage and Delays in Placing the Empties.

LOST OVER 4,000 TONS OUTPUT

While the Upper Connellsville District Gained 1,800 Tons; Total of Both a Trifle Better than for the Previous Week Which was the Poorest of Year

The Greensburg-Connellsville coke district was harder hit by the car situation last week than was its neighbor, the Upper Connellsville district, shipments from the former having fallen off while from the latter district a gain was shown. On the whole the two districts showed a slight gain over the previous week but not enough to indicate any improvement in the car supply or service for the northern end of the region.

Here as elsewhere the car supply continued far below the usual quota and coupled with this was the other serious condition of irregularity or delay in time of placing empties. Compared with the Connellsville and Lower Connellsville region the northern end districts have had a better car supply, but such statement must be taken in a relative sense only and not to mean that the supply in the northern end is or has recently been up to requirements by any means.

During the week ending Saturday, November 18th, the shipments from both districts were as follows:

District	East	West	Total
Upper Conn.	6,184	15,335	21,519
Greensburg	5,054	6,375	11,449
Totals	11,238	21,710	32,968

Compared with the previous week there was a gain of 757 tons from the two districts, all of which came from the Upper Connellsville district which gained 1,871 tons while the Greensburg-Connellsville district lost 4,111 tons. The Eastern shipments declined 2,181 tons while Western shipments gained 2,938 tons.

The following tabulation shows the output of these districts by weeks in net tons for 1916 to date:

Week Ending	Upper C'ville.	Greensbg C'ville.	Total Tons
Jan. 1	20,753	19,697	40,449
Jan. 8	19,472	18,340	37,712
Jan. 15	25,101	18,912	44,013
Jan. 22	19,160	16,988	36,148
Jan. 29	23,139	19,139	42,278
Feb. 5	23,711	19,563	43,270
Feb. 12	26,127	22,079	48,206
Feb. 19	24,341	19,002	43,343
Feb. 26	29,431	16,921	46,352
Mar. 4	26,502	18,134	44,636
Mar. 11	24,147	16,571	41,318
Mar. 18	22,734	20,471	43,205
Mar. 25	34,220	21,180	55,700
April 1	29,809	18,158	47,967
April 8	26,217	17,177	43,394
April 15	18,513	20,710	39,223
April 22	26,419	15,560	42,009
April 29	20,121	15,687	35,808
May 6	18,247	16,267	34,514
May 13	17,779	18,588	36,367
May 20	22,287	17,676	39,963
May 27	21,955	18,970	40,925
June 3	22,870	17,941	40,811
June 10	23,927	17,260	41,187
June 17	17,200	15,581	32,781
June 24	21,451	17,767	39,218
July 1	21,713	15,848	37,561
July 8	17,860	16,194	34,054
July 15	18,196	18,416	36,612
July 22	22,501	19,579	42,080
July 29	19,497	17,823	37,320
Aug. 5	18,818	17,246	36,064
Aug. 12	16,253	21,113	37,366
Aug. 19	18,698	19,811	38,509
Aug. 26	22,969	16,926	39,895
Sept. 2	22,332	19,891	42,223
Sept. 9	22,395	18,625	41,020
Oct. 7	22,509	14,786	37,295
Oct. 14	22,071	20,714	42,785
Oct. 21	19,555	18,243	37,798
Oct. 28	18,463	18,191	37,654
Nov. 4	17,500	19,029	36,529
Nov. 11	16,648	15,564	32,211
Nov. 18	21,519	11,449	32,968

Will Not Build Ovens.

The report that the Brier Hill Steel Company, Youngstown, O., would build 58 additional by-product coke ovens as soon as its first unit of 65 ovens, now under construction, is completed, is denied by officers of the company.

West Virginia Mine Fatalities.

During the month of October there were 38 fatalities in the mines of West Virginia.

Production and Output.

PRESENT INSUFFICIENCY OF CAR SUPPLY WORSE THAN EARLIER INEFFICIENCY OF MEN

COKE TRADE SUMMARY.

The insufficiency of car supply and service is proving worse for the coke trade of the Connellsville region in the late fall months than the inefficiency of men in midsummer. This is shown by a drop of 28,000 tons, to 373,000 tons in shipments, and a drop of 23,000 tons to 400,000 tons, in production, during the past week a total which brings shipments to the second lowest point of the year. The labor situation of July righted itself quickly but the car situation of November holds no such promise.

With last week's car supply averaging between 60 and 65%, the present has made a bad start in the matter of an improvement, Monday beginning with but 70% while 50% is hoped for but not assured for tomorrow.

Notwithstanding the absence of large buyers the market for spot coke is stiffer than last week. Offerings are very light.

Spot sales have been made at $6.75, $7.00 and $7.25, which figures represent the present range in prices. Spot foundry coke is 50 cents higher than a week ago and a number of sales have been made at $10.00. There is a moderate interest in contract foundry, but none in contract furnace coke.

Shown by Cut in Shipments to the Second Lowest Mark of Year,

LOSS OF 33,000 TONS FOR WEEK

Caused by the Poorest Coke Car Supply of the Year to Date; Production is Curtailed in Proportion; Little in Sight to Offer Much Encouragement.

The insufficiency of car supply and service is working a greater hardship to the coke trade of the Connellsville region in the late fall months than the inefficiency of labor did in midsummer, and all indications point to the present condition being less susceptible of immediate improvement than was the earlier condition.

With shipments cut down to 373,000 tons, a loss of 33,000 tons from the previous week, the November slump is within 10,000 tons as bad in the matter of shipments, as the slump immediately following the July holiday. Then the car supply was being steadily maintained at 100% but there was not a 100% supply of men, neither was 100% efficiency developed by those who did work. At that period production dropped to 359,000 tons and shipments to 363,000, the low water marks of the year. Last week scored the next lowest shipment mark. At the same time production fell by 23,000 tons to close the 400,000 tons mark, near which the region has held thus far during the last half. The excess of production over shipments, about 25,000 tons, did not reach the consumers, however, having been stocked on the yards, largely at the furnace ovens, in anticipation of a better car supply later.

Now that the region has a somewhat better supply of men than it had in July, and somewhat more willing to work more regularly in the cooler weather of the fall, car troubles supplant the labor troubles of the summer as restrictions on output and shipments. The July labor situation righted itself within a short time but the November car situation holds out no such promise. The coke car supply last week was the poorest of the year, and possibly of many years. Upon only one day, Monday, was a 100% distribution made by one road, while another had but 70% available for the first work day of the week. On other days the allotment dropped to 50 and 60% and on one day touched 20%, as the very lowest point. For the week as a whole, and taking all the roads serving the region, the average car supply of the week was from 55 to 60%. At that a number of plants were wholly without cars some days and a few had none for several days in succession. When the delays in placing are taken into consideration with the shortage in supply, the surprising thing is that so much coke was made or shipped as the records show.

While six days is the nominal running time of the region a number of plants made no pretense of running more than 5 and a few ran but 4 days. The present week has thus far betrayed no signs of material improvement in the car situation. In fact, neither traffic men nor coke operators will venture into the realm of prophecy as to how or when present conditions will be changed for the better. Monday the coke car supply was 70% on one road, 85% on another. On Tuesday the percentages were reversed, but not improved, being 80 and 65 respectively. Yesterday 60% ruled, while for today 50% is hoped for, but not unequivocally promised.

Coal car supply during the week was under rather than over 50%, but the movement by rail and river gained 7,000 tons. The combined tonnage of the region, reducing the coal to its coke equivalent, was 518,000 tons, a loss of 28,000 tons from the previous week.

Coke production for the week ending Saturday, November 18th, aggregated 398,299 tons, of which the merchant ovens produced 151,380 tons and the furnace ovens 246,919 tons, a decrease by the former of 9,407 tons and by the latter of 13,807 tons. By districts the Connellsville region produced 224,783 tons and the Lower Connellsville region 173,566 tons, decreases of 14,122 and 9,092 tons respectively, or a total decrease of 23,214 tons.

During the week the active oven list made a net gain of 18, a total of 71 ovens having been fired at Low Phosphorus Royal and Tower Hill No. 1, and 53 having been blown out at Nellie and Tower Hill No. 2.

Shipments for the week ending Saturday, November 18th, aggregated 10,430 cars, carrying 372,859 tons, consigned as follows:

Destinations	Cars.	Tons
Pittsburg District	3,574	126,716
West of Pittsburg	5,318	191,265
East of Connellsville	1,538	54,938

Pittsburg shipments lost 21,244 tons and Western shipments, 12,364 tons, while to Eastern points there was a gain of 494 tons, making the net loss for the week 33,114 tons.

P. & L. E. FIGHTS ADAMSON LAW

Files Suit in U. S. Court to Restrain District Attorney From Enforcing the Eight-Hour Measure.

PITTSBURG, Nov. 21.—The Pittsburg & Lake Erie Railroad Company, filed a bill of complaint in the United States Court here yesterday asking that an order be made restraining E. Lowry Humes, United States district attorney for the Western District of Pennsylvania, from proceeding with any prosecutions against the Pittsburg & Lake Erie Railroad Company, under the Adamson act.

The bill of complaint also asks that like restraining orders be granted against eight representatives of the men, individually and as representatives of various labor organizations. These men are Arthur Skeen of Pittsburg, Harry M. Wolfe and Robert Doyle, McKees Rocks, members of a committee of the Brotherhood of Locomotive Engineers; Charles E. Davis and James T. Shay, McKees Rocks, and Grover C. Delaney, Glassport, members of a committee of the Brotherhood of Locomotive Firemen & Enginemen; James A. Fiske, McKees Rocks, chairman of the Order of Railway Conductors, and Thomas D. Schuyler, Dickerson Run, general chairman of the Brotherhood of Railway Trainmen.

The bill of complaint sets forth that the complainants employ 863 men who will be affected by the Adamson act and that by an agreement with the men, entered upon March 16, 1913, the men cannot work a fixed number of hours a day and no more, and that they have agreed to work within the "sixteen-hour law."

The bill, which is signed by James M. Schoonmaker, vice president of the Pittsburg & Lake Erie Railroad Company, also asks that sections one, three and four of the Adamson act be adjudged unconstitutional and void.

KRUPP WORKERS' SAVINGS

War Time Earnings Indicated by Deposits in Firm's Bank.

ESSEN, Germany, Nov. 16.—The war time earnings of the employes of Krupp are indicated by their savings in the bank established for them by the firm. For the fiscal year 1915-16 the number of depositors in the Krupp savings institution increased by the record-breaking figure of 8,983, and their deposits by 1,865,602 marks. That brings the total number of depositors up to 31,897 and the total savings up to 12,864,983 marks.

The number of savers thus is nearly one half of the number of persons employed by Krupp, and three-fourths of the number employed at about the beginning of the fiscal year for which the figures are taken.

NEW MEXICAN RAILROADS.

Government Preparing to Increase Traffic of the Pacific Coast Ports.

Measures are being prepared by the Mexican government to increase traffic of the Pacific coast ports. The department of communications and public works has outlined two new railroad lines, which will connect the district east of the Sierra Madre with Guaymas and Mazatlan, and engineers now are engaged in selecting the most available route through the mountains from Chihuahua and Durango.

Brier Hill Buys Mill.

The Brier Hill Steel Company has purchased the property of the Western Reserve Steel Company of Warren, O. The plant will have a capacity, when finished, of about 60,000 tons of sheets a year. The purchase price is estimated to be $1,000,000.

New Officers.

The Brownsville Mining Institute has organized for the new year by electing Robert Halliday of Crucible, president; W. C. Hood, superintendent of Bridgeport mines, vice president.

Markleton Mine Sold.

J. C. McSpadden of Rockwood, has disposed of his coal land and mining plant at Markleton, to the Berger-Aiken Coal Company of Pittsburg for a consideration of $18,000.

NEW STEEL MERGER GIVES PROMISE OF CONSUMMATION

Negotiations are Said to Have Advanced to Price Point.

THE INTERESTS REPRESENTED

Embrace Large Properties in Several Sections of the U. S., Including Steel Mills, Furnaces, Steamship Lines, Coke Plants and Coal Lands.

The proposed new steel merger, about which comparatively little of an authentic nature has been heard, seems to be making progress. According to the New York Journal of Commerce, the plans which are well under way will embrace in the consolidation the Lackawanna Steel Company, the Youngstown Sheet & Tube Company, the Sloss-Sheffield Steel & Iron Company, the Inland Steel Company, and possibly the Pickands-Mather Company and the Interlake Steamship Company. The companies mentioned have a combined capitalization outstanding of about $150,000,000. The capital of the new company has not as yet been determined, but $250,000,000 is being considered.

Negotiations in the merger are reported so well along that the prices at which two or three of the companies are to go into the merger have been virtually determined. Lackawanna will go in around $110 a share, after the payment of an extra cash dividend of $5 a share, and Sloss-Sheffield at about par.

A year ago a merger of practically the same companies fell through at the last moment because the principal promotors decided that $90 a share was too high for Lacawanna Steel. The new merger proposed provides for $25 more than the price, for $5 a share is first to be taken from the company's cash holdings to be paid to the stockholders before the merger. The Lackawanna Steel Company is said to be earning at a rate of $1,000,000 a week gross, and its profits are increasing steadily.

The consolidation of these companies, except the Sloss-Sheffield, has been considered the logical move for more than a year, their relations already being so close that a merger would greatly cut into overhead charges and increase the earning power of each company. Lackawanna Steel, Youngstown Sheet & Tube and Pickands-Mather Company, especially have been closely connected through their directorates.

The Lackawanna Steel Company owns and controls large ore areas in Minnesota, Michigan, Wisconsin and northern New York as well as coal lands in Pennsylvania. Near Buffalo it has a steel plant with a finished product capacity of 1,300,000 tons a year. The company's blast furnaces and coke ovens are in Pennsylvania.

The Sloss-Sheffield owns seven blast furnaces, steel mills and other iron properties in Alabama, as well as 64,000 acres of coal lands and 48,000 acres of iron ore lands.

The Youngstown Sheet & Tube Company owns iron ore properties on the Mesba range, coal lands in Greene county, Pennsylvania, and a Bessemer steel plant, skelp mills, sheet mills, tube plants, and six blast furnaces at Youngstown, O.; a steel-spring plant and a tin plate plant at Struthers, O.; blast furnaces at Hubbard, O, and an interest in several Lake steamship companies.

The Inland Steel Company manufactures pig iron, billets, sheet bars, structural shapes, plates, merchant bars, agricultural and other shaped sheets, railroad material and other steel products. It owns five ore leases, two in the Mesba range and three on the Hibbing range, and has blast furnaces and other plants at Indiana Harbor, Ind., and Chicago Heights, Ill. The company has additions under way that will give it a capacity of 1,000,000 tons of steel a year, and 1,000 tons of coke a day.

The Interlake Steamship Company owns the 17 steel steamers of the Gilchrist Line, the 13 steamers of the Cleveland Line, and 15 vessels purchased from the Mesaba Steamship Company, the old Interlake Company and the Huron Barge Company, the Provident Steamship Company, the Acme Steamship Company and the Standard Steamship Company. The ships are used in the Lake ore trade and will give the new combination absolute control of the transportation of its ore from the iron ranges to Chicago, Indiana Harbor, Cleveland and Buffalo.

FEWER MISHAPS JACKSON'S AIM

Commissioner of Labor and Industry Issues Posters With Idea of Making Men More Careful.

HARRISBURG, Nov. 16.—An educational campaign to carry a message of safety and accident prevention directly to employes in Pennsylvania's industrial establishments has been instituted by Commissioner John Price Jackson, of the Department of Labor and Industry, by the distribution of Accident Prevention Posters to be placed on bulletin boards and in other conspicuous places around industrial plants. The posters are 8 1-2 by 11 inches in dimensions and in attractive typographical display, each poster carries, to industrial workers, in few words, a vital thought for carefulness.

The first poster of the series gives a record of accident reports for the first six months of this year showing that 1,000 persons were killed, 125,000 persons injured and over $1,000,000 lost in wages by injuries. A display line sets forth that fifty per cent of this enormous loss could have been prevented. In heavy black lines the worker is admonished as a final thought: "Do your work in a safe way. Is it not worth while?"

The second poster gives a photograph of a worker who lost an arm while adjusting moving machinery. Beneath the photograph appears this warning: "Do not oil, repair or adjust moving machinery. Sooner or later you are bound to suffer from such carelessness. Why take chances when injury is sure to result?" At the extreme corners of each poster are replicas of a keystone containing a white cross within a black disk with the words, "Safety Always," appearing at the border of the black circle.

Commissioner Jackson has arranged for the production of a series of these posters to be issued at intervals of from two weeks to a month. They will be sent free on application from industrial establishments. Application for the original posters will insure that subsequent issues will be mailed without further application.

OPEN HEARTHS

Increase in Number in Mahoning Valley Has Been Remarkable.

The Youngstown Sheet & Tube Company will build three more open hearth furnaces, bringing the total number of this type at its Youngstown plant up to 12.

The increase in the number of open hearth furnaces in the Mahoning valley within the past nine years has been remarkable, says The Daily Iron Trade. Construction of the first furnaces of this type, 10 in number, was begun at the Ohio works of the Carnegie Steel Company in 1907. Then came installations at the works of the Republic Iron & Steel Company, Youngstown Sheet & Tube Company, Brier Hill Steel Company and Youngstown Iron & Steel Company. Within the past two months the Trumbull Steel Company at Warren, O., has announced that it will erect five open hearth furnaces.

The total open hearth installation under the recent appropriations will give the Mahoning Valley 48 smelters as follows: Ohio works, 15; Republic Iron & Steel Company, 12; Brier Hill Steel Company, 12; Youngstown Iron & Steel Company, four, and Trumbull Steel Company, nine.

COAL MAN BANKRUPT

Former Pittsburg-Buffalo Co. Head Places Liabilities at $6,123,278.

John Henry Jones, former president of the Pittsburg-Buffalo Coal Company, has filed a voluntary petition in bankruptcy in the United States District Court. In the petition Mr. Jones' occupation is given as coal broker of 618 Aiken avenue, East End. He gives his liabilities as $6,123,278.45 and his assets as $1,412. The Pittsburg-Buffalo Coal Company went into the hands of the receiver December 6, 1913.

The total secured claims listed in Mr. Jones' schedule amount to $5,629,938.87, and the unsecured claims to $90,712.13. The liabilities on notes or bills discounted aggregate $402,627.45. The secured creditors include a number of banks and trust companies of Pittsburg.

Advertise in The Weekly Courier.

LIST OF COKE OVENS IN

The Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to Saturday, Nov. 18, 1916.

Total Ovens	In Blast	Name of Works.	Name of Operators.	P. O. Address.
			MERCHANT OVENS.	
175	160	Acme	W J Rainey	New York
80		Acme	Penn Coke Co.	Uniontown
193	182	Beatty	Mt. Pleasant Coke Co	Greensburg
120	60	Boyer	Mt. Pleasant Coke Co	Greensburg
30	30	Brush Run	Brush Run Coke Company	Mt. Pleasant
33		Carolyn	Peerless-Connellsville Coke Co	Pittsburg
150	150	Clare	Clare Coke Co	Greensburg
40	26	Dexter	Connellsville Coke Co	Connellsville
40	38	Ellen No. 1	Whyel Coke Co	Uniontown
50	50	Ellen No. 3	Whyel Coke Co	Uniontown
100	100	Elizabeth	Unity-Connellsville Coke Co	Greensburg
200	200	Elm Grove	W J Rainey	New York
126	100	Fort Hill	W J Rainey	New York
10		Franklin	Summit-Conn. Coke Co	Connellsville
101	101	Gilmore	Gilmore Coke Co	Uniontown
116	116	Grace	W J Rainey	New York
8	8	Helen	Samuel J Lohr	Youngwood
145	145	Humphrey	Bessemer Coke Co	Pittsburg
48		Jimtown	Shannon Coal & Coke Co	Uniontown
38		Johnson	Johnson Fuel Co	Uniontown
20		Little Sunshine	King Coke Co	Uniontown
32	32	Love	C'ville-Natural Coal & Coke Co	Scottdale
40	40	Magee	Mages Coke Co	Uniontown
84		Manning	Mahoning Coal & Coke Co	Dunbar
360	360	Mt. Braddock	W J Rainey	New York
310	310	Mt. Pleasant	Mt. Pleasant Coke Co	Greensburg
33	33	Myers	Brownfield-C'ville Coke Co	Uniontown
100	50	Nellie	Brown & Cochran	Dawson
50	50	Painter	Newcomer Coke Co	Uniontown
180	180	Paul	W J Rainey	New York
95	60	Rainey	W J Rainey	New York
560	518	Revere	W J Rainey	New York
36	36	Shirey	South Fayette Coal & Coke Co	Uniontown
40	35	Thomas	Whyel Coke Co	Uniontown
60	60	Valorum	Mt. Pleasant Coke Co	Greensburg
57	43	West Penn	West Penn Coke Co	Pittsburg
3,845	3,277			
			FURNACE OVENS.	
260	240	Adelaide	H C Frick Coke Co	Pittsburg
300		Alverton	H C Frick Coke Co	Pittsburg
367	360	Bargaley	H C Frick Coke Co	Pittsburg
300	300	Bitner	H C Frick Coke Co	Pittsburg
240	240	Brinkerton	H C Frick Coke Co	Pittsburg
300	160	Buckeye	H C Frick Coke Co	Pittsburg
280	264	Calumet	H C Frick Coke Co	Pittsburg
301	301	Central	H C Frick Coke Co	Pittsburg
74	60	Coalbrook	H C Frick Coke Co	Pittsburg
400	400	Collier	H C Frick Coke Co	Pittsburg
400	400	Continental 1	H C Frick Coke Co	Pittsburg
326	316	Continental 2	H C Frick Coke Co	Pittsburg
300	300	Continental 3	H C Frick Coke Co	Pittsburg
120	120	Crossland	H C Frick Coke Co	Pittsburg
338	333	Davidson	H C Frick Coke Co	Pittsburg
280		Dorothy	H C Frick Coke Co	Pittsburg
272	272	Hecla No. 1	H C Frick Coke Co	Pittsburg
290	290	Hecla No. 2	H C Frick Coke Co	Pittsburg
300	300	Hecla No. 3	H C Frick Coke Co	Pittsburg
355	355	Hostetter	Hostetter-Connellsville Coke Co	Pittsburg
250	248	Juniata	H C Frick Coke Co	Pittsburg
308	308	Kyle	H C Frick Coke Co	Pittsburg
489	480	Leisenring 1	H C Frick Coke Co	Pittsburg
502	480	Leisenring 2	H C Frick Coke Co	Pittsburg
502	400	Leisenring 3	H C Frick Coke Co	Pittsburg
304	200	Leith	H C Frick Coke Co	Pittsburg
287	205	Lemont No. 1	H C Frick Coke Co	Pittsburg
350	350	Lemont No. 2	H C Frick Coke Co	Pittsburg
509	470	Mammoth	H C Frick Coke Co	Pittsburg
400	370	Marguerite	H C Frick Coke Co	Pittsburg
195	140	Mutual	H C Frick Coke Co	Pittsburg
256	256	Oliphant	H C Frick Coke Co	Pittsburg
328	300	Oliver No. 1	Oliver & Snyder Steel Co	Pittsburg
480	307	Oliver No. 2	Oliver & Snyder Steel Co	Pittsburg
300	300	Oliver No. 3	Oliver & Snyder Steel Co	Pittsburg
400	400	Phillips	H C Frick Coke Co	Pittsburg
448	380	Redstone	H C Frick Coke Co	Pittsburg
120	100	Rist	H C Frick Coke Co	Pittsburg
448	448	Shoaf	H C Frick Coke Co	Pittsburg
425	400	Southwest 1	H C Frick Coke Co	Pittsburg
150	120	Southwest 2	H C Frick Coke Co	Pittsburg
204	175	Southwest 3	H C Frick Coke Co	Pittsburg
901	800	Standard	H C Frick Coke Co	Pittsburg
110	110	Semet-Solvay	Dunbar Furnace Co	Dunbar
80	80	Stewart	Stewart Iron Co	Uniontown
464	464	Trotter	H C Frick Coke Co	Pittsburg
380	330	United	H C Frick Coke Co	Pittsburg
200	60	Valley	H C Frick Coke Co	Pittsburg
94	94	White	H C Frick Coke Co	Pittsburg
352	352	Whitney	Hostetter-Connellsville Coke Co	Pittsburg
300	300	Wynn	H C Frick Coke Co	Pittsburg
400	400	Yorkrun	H C Frick Coke Co	Pittsburg
245	245	Youngstown	H C Frick Coke Co	Pittsburg
16,984	15,121			

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MANUFACTURERS OF

Silica and Fire Clay

BRICK

Special Shapes for Rectangular and Bee Hive Ovens, Furnace and Glass House Material.
Equipped to Take the Largest Contracts for Paving Brick.
High Grade Building and Enamel Brick.
Ship on all railroads.

DAILY CAPACITY 300,000

DAVIDSON MOYER VOLCANO LAYTON KINGSTON — TEN PLANTS: — ENAMEL WILLIAM GLOBE PHOENIX COLUMBIA

CONNELLSVILLE, PA.

In Stock for Immediate Shipment

Yough Steam Pumps

BOILER FEED

Size	Capacity	Will Supply	Steam	Exhaust	Suction	Discharge	Weight
5x2½x 6	26 gals.	100 H. P.	½	1½	1½	1¼	450
10x5 x12	102 gals.	500 H. P.	1¼	1½	3	2½	1600

DOUBLE PLUNGE MINE

Size	Capacity	Will Supply	Steam	Exhaust	Suction	Discharge	Weight
10x5 x12	102 gals.		1¼	1½	3	2½	1600
10x6 x12	147 gals.		1¼	1½	4	3	2100

PISTON MINE

Size	Capacity	Will Supply	Steam	Exhaust	Suction	Discharge	Weight
10x5 x12	102 gals.		1¼	1½	3	2½	

DEEP WELL

Size	Steam	Exhaust	Plunger	Bucket
6x12	¾	1	1⅞ to 3 in.	2¾ to 4¼ in.
6x24	¾	1	1⅞ to 3 in.	2¾ to 4¼ in.

Boyts, Porter & Co.

Connellsville, Pa., U. S. A.

M. M. COCHRAN, President. W. HARRY BROWN, Vice President. J. H. PRICE, Sec. and Treas.

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Steam Gas Coking

CONNELLSVILLE COKE
Furnace and Foundry
Low Sulphur Hard Structure

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Corrected to May 1.

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THE BEST BRANDS IN THE REGION.

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Good Service Saves Demurrage and Annoyance. First Class Inspection.

LARGE TONNAGE OF Low Phosphorus Coke FURNACE COKE.

SMELTER, FOUNDRY, HEATING COKE AND COAL.

PRODUCERS COKE COMPANY, FIRST NATIONAL BANK BUILDING, UNIONTOWN, PA.

THE COST OF COAL DEPENDENT UPON SEVERAL FACTORS

The Value of the Coal in Ground, Labor, Selling and Freights.

DETERMINE THE MARKET PRICE

Tendency is Toward Higher Costs of Production and Consequently Higher Selling Prices; Conservation and Compensation New Elements of Cost.

The price of coal is a matter of vital concern to the average citizen, said George Otis Smith and C. E. Lesher in the paper on "The Cost of Coal" read before the American Mining Congress. No less important, however, is the question what our coal actually costs to produce and the interest in this subject is typical of the popular interest in the large productive enterprises of the country.

Looking backward as well as forward, one need not be an alarmist to suggest that in the whole field of productive business the coal industry seems the one most likely to be threatened with Government operation. The foodstuffs are produced on land owned and operated by the millions, and so far as the production of the raw material for them is concerned, "monopoly" is an unknown word, but when we think of coal, terms like "barons" and "trusts" instinctively come to mind. For these reasons the determination of certain facts connected with coal production and the analysis of the cost elements that enter into the price of coal constitutes a timely subject for discussion.

Four general items of cost must be considered as normally controlling the price of coal to the consumer—resource cost, mining cost, transportation cost, and marketing cost. Under usual conditions each of these items includes a margin of profit which may seem either excessive or inadequate, according to your point of view. As long as it is the popular view that the price of coal is made up of one part each of mining costs and freight costs to two parts each of operator's profits and railroad dividends, with the cost of a certain amount of needless waste on the side, the demand for investigation will continue, and in so far as there is any element of truth in this view, legislative action is justified, even though the prescribed reform may approach the extreme of public ownership and operation of mines and railroads.

As the initial item of cost, the amount charged against the marketed product as the value of the coal in the ground, which for brevity may be termed the resource cost, is perhaps the item most often overlooked by the coal consumer. The second item of cost to be considered represents that part of the value given to the ton of coal by the mine operator and the mine worker. This may be termed producing cost, but it must include the selling costs and other overheard expenses as well as the mining costs proper which include the larger expenditures for wages, supplies and power. This cost plus the resource cost—the royalty or depletion charge—and the profit or loss on the sale make up the value at the mine mouth. The mining cost varies not only between mines of different companies in separated fields but often between adjacent mines of the same company in the same field. Both nature and men contribute to such variation.

It is not practicable to assign a very exact figure to the mining cost—the census of 1909 indicated an average of $1 a ton for bituminous coal and $1.86 for anthracite, but these figures are believed by some operators to be too low. It is possible, however, to show in a general way the distribution of this item, the cost of mining is divided between labor, 70 to 75 per cent; materials, 16 to 20 per cent; general expenses at mine and office and insurance, 2 to 4 per cent; taxes, less than 1 per cent to 3 per cent for bituminous coal, and 3 to 7 per cent for anthracite; selling expenses, nothing to 5 per cent, and recently to these items has been added the direct and indirect cost of workman's compensation which may reach 5 per cent for bituminous coal. The charges for labor, material, and general office expenses are easily understood, as is also a charge for depreciation of plant and machinery; but taxes and selling expenses are important items that may be overlooked by the casual observer. Some figures recently published show that the taxes levied in West Virginia last year on coal lands and coal-mine improvements were equivalent to nearly 3 cents per net ton of coal produced, which is doubtless fully as much as the profit made by many of the operators in that State.

The cost of selling coal is nothing for the companies that use their own product. Companies that produce coal for domestic use and the general run of steam trade must figure on a selling cost as high as 10 cents or more per ton, the cost depending on the extent of their business. The average selling cost for bituminous coal is probably 5 to 10 cents a ton.

The cost of handling the coal, exclusive of freight, from the time it leaves the producer until it is in the consumer's fuel bin, may be termed the marketing cost. It can readily be seen that a large part of the coal produced is not subject to this cost for most large users of steam coal, such as the railroads and the coke manufacturers, place contracts directly with the producing companies or their selling agencies and buy in the open market only when their needs exceed the deliveries under their contracts. Much of the coal, however both anthracite and bituminous, passes through the hands of a wholesale dealer or jobber before it is received by the retail dealer who puts it in our cellars or in the bins of a power plant. Brokers are usually satisfied to make a gross profit of perhaps 10 cents a ton, but as several brokers may make a "turn over" on the same car before it is unloaded this element of cost may be several times that.

There now remains to be considered the first major item, or the resource amount.

There now remains to be considered the first major item, or the resource cost, which is what the operator has to pay for the coal in the ground—the idle resource, which he starts on its career of usefulness. This cost is expressed as a royalty or a depletion charge.

The present average resource cost of bituminous coal is not much over 5 cents a ton, or about ¾ per cent of the average selling vaule at the mine. In the Pocahontas region and the Pittsburg district the royalties are much higher.

It must be remembered that conservation of a natural resource though it will undoubtedly be of direct economic benefit in the future, is not essentially a cheapening process; in fact, these increased recoveries of coal have in large part become possible only because of a higher market price. And, following further this line of thought, we may say that the increased safety in the coal mines that has come through the combined efforts of the coal companies, the State inspectors, and the Federal Bureau of Mines necessarily involves some increase in cost of operation, but the few cents per ton thus added to the cost is a small price to pay for the satisfaction of having the stain of blood removed from the coal we buy. That form of social insurance which is now enforced through the workman's compensation laws alone adds from 2 to 5 cents a ton to the cost of coal.

Any study of costs in the coal industry finds its point in the question not who but what fixes the price of coal. The cost of mining coal, like the cost of living, is increasing. Exact mining costs, however, can not be determined until the operators have accomplished their reform of standardizing accounting. Too often the operator includes in his account only the two largest and most obvious items, labor and material.

Even with the average low resource cost of bituminous coal, the state of competition that is tied up with idle and half-worked mines results in an average total cost that is little below the average seeling price. Of course in this business there are those, both large operators and small, who make a profit in lean as well as in fat years, just as there are those for whom the properous years are too infrequent to keep them out of the hands of receivers.

Confessedly, this analysis of the cost elements that enter into the price of coal emphasizes our lack of specific facts, which can be supplied in the future only through "installation of uniform cost-keeping methods and uniform and improved accounting systems" to quote from the declaration of purposes of the Pittsburg coal producers. With the results of such bookkeeping in hand, more definite reply can be made to the public's appeal for relief from high prices.

Competition seems to have failed of late years to benefit the consumer of coal. In the bituminous fields the competition whenever present has been wasteful and in the anthracite fields there has been practical absence of healthy competition and whether too great or too little competition, the result is the same—to increase the actual cost of bituminous coal by saddling the industry and its product with the fixed charges on idle or semi-idle mines and to raise the price of anthracite coal by favoring the burdens of high resource costs.

In estimating the aggregate losses incurred by society by reason of the large number of mines not working at full capacity, the facts to be considered are that the capital invested in mine equipment asks a wage based on a year of 365 days of 24 hours, while labor's year averaged last year only 230 days in the anthracite mines and only 203 days in the bituminous mines with only 5 to 8 hours to the day.

PICK MINERS

Are Making Big Money at Plants in the Connellsville Region.

Pick miners are making big money in the Connellsville region these days, despite the fact that car supply is interfering with operations of many plants. Superintendent R. C. Beerbower, who has charge of the Davidson, Coalbrook and Adelaide plants, says that there are any number of employes at these plants who are averaging from $80 to $100 for two week's work.

At the Davidson plant August Fink established a record for the first two weeks in November when he loaded 121 40-bushel wagons in 13 working days. He was paid $108.89 for his labor. Fink not only dug his own coal and loaded it, but also set his own timbers.

At the Coalbrook mine William Ritchie gave Fink a close race for first honors when he loaded 137 37-bushel wagons in the same period of time. His earnings were $103.13.

There is quite a difference between pick and machine mining. The pick miner must both dig and load his own coal. The man who loads machne mined coal has nothing to do but shovel the coal into the wagon.

FEAR COAL FAMINE.

Dealers in the Northwest Declare Reserve Supply of Coal Insufficient.

Coal men of Duluth have abandoned all hope that the present reserve of coal would supply the Northwest's demand for the coming winter. Ports Pere and Superior furnish nearly all the Northwest's coal.

Their admission of their inability to get sufficient coal while navigation was open is fair evidence that there will be a coal shortage this winter.

Railroads Buying Structural Steel.

Heavy orders are being placed by the railroads for structural steel.

LIST OF COKE OVENS IN

The Lower Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to Saturday, Nov. 18, 1916.

Total Ovens	In Bl'st	Name of Works.	Name of Operators.	P. O. Address.
			MERCHANT OVENS.	
40	.....	Adah	Adah Coke Company	Uniontown
400	400	Allen	W. Harry Brown	Allpis, Fay. Co.
298	298	Allison No. 1	W J Rainey	New York
200	200	Allison No. 2	W J Rainey	New York
142	142	American No. 1	American C'ville C. & C. Co	Pittsburg
240	240	American No. 2	American C'ville C. & C. Co	Pittsburg
40	.....	Anica	The Wilsey & Feather Coke Co	Uniontown
42	.....	Bellevernon	Bellevernon Coal & Coke Co	Pittsburg
257	.....	Besco	Champion Gas Coal Co	Pittsburg
20	20	Browning	Browning Coke Co	Uniontown
50	50	Brownsville	Brownsville Coke Co	Uniontown
94	88	Burchinal	Smithfield Coal & Coke Co	Smithfield
205	205	Century	Century Coke Co	Brownsville
40	40	Champion	Champion Connellsville Coke Co	Uniontown
120	120	Crystal	United Connellsville Coke Co	Pittsburg
288	288	Dexter	Reliance Coal & Coke Co	Pittsburg
402	402	Donald 1 & 8	Consolidated Connellsville Coke Co	Uniontown
160	60	Donald 3	Consolidated Connellsville Coke Co	Uniontown
149	129	Edna	Waltersburg Coke Co	Uniontown
182	32	Eleanor	Sunshine Coal & Coke Co	Uniontown
82	82	Emory	South Fayette Coke Co	Uniontown
82	82	Finley	Jas. Bryne & Co	Uniontown
80	80	Fretts	South Fayette Coke Co	Uniontown
119	100	Garwood	Aetna-Connellsville Coke Co	Connellsville
58	56	Genuine	Genuine Connellsville Coke Co	Uniontown
200	200	Griffin No. 1	Bessemer Coke Co	Pittsburg
200	200	Griffin No. 2	Hillman-Neff Coke Co	Pittsburg
210	210	Herbert	Connellsville Central Coke Co	Pittsburg
45	45	Hillside	Westmoreland Gas Coal Co	Pittsburg
52	40	Hill Top	R. Connellsville Coke Co	Connellsville
194	116	Hoover	James H Hoover	McClellandtown
88	88	Hope	Hope Coke Co	Uniontown
195	195	Hunstead	Hunstead-Semans Coal & Coke Co	Uniontown
280	280	Isabella	Isabella-Connellsville Coke Co	Pittsburg
140	140	Katharine	Union Connellsville Coke Co	Uniontown
220	220	Lafayette	Atlas Coke Co	Belpen
30	30	Leon	Franklin Coke Co	Mt. Pleasant
400	400	Lincoln	Lincoln Coal & Coke Co	Scottdale
40	40	Little Gem	The Bixler Coal & Coke Co	Pittsburg
250	250	Low Phos.	Connellsville Central Coke Co	Pittsburg
84	.....	Luzerne	Luzerne Coal & Coke Co	Pittsburg
64	64	Marion	Southern Connellsville Coke Co	Uniontown
300	300	Mt. Hope	Mt. Hope Coke Co	Uniontown
60	60	Murphy	Leonard Coal & Coke Co	Connellsville
100	100	Old Home	W J Parsnall	Uniontown
480	440	Orient	Orient Coke Co	Uniontown
202	202	Puritan	Puritan Coke Co	Uniontown
30	30	Perry	Perry Coke Co	Pittsburg
72	72	Plumer	Plumer Coke Co	Uniontown
101	101	Poland	Poland Coal Co	Pittsburg
120	45	Rich Hill	Rich Hill Coal & Coke Co	Ontario
86	.....	Rice	Rice Coal & Coke Co	Connellsville
284	284	Royal	W J Rainey	New York
30	15	Sackett	H K Sackett Coal & Coke Co	Smithfield
378	378	Searight	Taylor Coal & Coke Co	Uniontown
260	260	Shamrock	Layotte Coke Co	Uniontown
60	48	Solon	Prospect Coal & Coke Co	Uniontown
310	270	Sterling	Consolidated C'ville Coke Co	Uniontown
50	50	Sunshine No. 2	Lodone-Giulioni Coal & Coke Co	Masontown
400	360	Thompson No. 1	Thompson-Connellsville Coke Co	Pittsburg
400	394	Thompson No. 2	Thompson-Connellsville Coke Co	Pittsburg
320	257	Tower Hill 1	Tower Hill Connellsville Coke Co	Uniontown
394	165	Tower Hill 2	Tower Hill Connellsville Coke Co	Uniontown
34	.....	Virgie	Byrne Coal & Coke Co	Scottdale
500	500	Washington 1	Washington Coal & Coke Co	Dawson
500	420	Washington 2	Washington Coal & Coke Co	Dawson
76	76	Winsland	Banning-Connellsville Coke Co	Uniontown
60	60	Winmore	Winsland-Gilmore Coal & Coke Co	Uniontown
88	88	Yukon	Whyel Coke Co	Uniontown
11,728	10,333			
			FURNACE OVENS:	
120	.....	Atcheson	Republic Iron & Steel Co	Gans
100	100	Bridgeport	H C Frick Coke Co	Pittsburg
470	400	Brier Hill	Brier Hill Coke Co	Brier Hill
426	426	Buffington	H C Frick Coke Co	Pittsburg
500	464	Colonial No. 1	H C Frick Coke Co	Pittsburg
156	156	Colonial No. 3	H C Frick Coke Co	Pittsburg
300	300	Colonial No. 4	H C Frick Coke Co	Pittsburg
250	250	Dearth	H C Frick Coke Co	Pittsburg
500	480	Edenborn	H C Frick Coke Co	Pittsburg
200	200	Fairbank	Strushers Coal & Coke Co	Fairbank
400	400	Footedale	H C Frick Coke Co	Pittsburg
202	202	Geneva	McKeesrey Coal Co	Leechburg, O
200	180	LaBelle	Labelle Coke Co	Labelle
462	400	Lambert	H C Frick Coke Co	Pittsburg
516	460	Lecrone	H C Frick Coke Co	Pittsburg
244	180	Martin	Republic Iron & Steel Co	Youngstown, O
30	30	Newcomer	H C Frick Coke Co	Pittsburg
400	400	Republic	Republic Iron & Steel Co	Uniontown
360	360	Ronco	H C Frick Coke Co	Pittsburg
5,826	5,036			

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Eureka Bradoc — Manufacturers of high-grade Fire Brick for Mill, Glasshouse, Rectangular, By-Product and Bee-Hive Coke Ovens. — E. F. B. Victor

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ARMOR CONTRACTS ARE AWARDED FOR FOUR BATTLESHIPS

Carnegie and Bethlehem Companies Get Government Order.

MIDVALE'S BID IS TOO HIGH

Navy Work is About Equally Divided Between the Two Successful Companies; 1918 Naval Appropriations Are Expected to be Largest Ever.

WASHINGTON, Nov. 21.—Armor plate contracts aggregating $6,829,099 yesterday were awarded by the Navy Department to the Carnegie Steel Company of Pittsburg. The Bethlehem Steel Company secured contracts for practically the same amount. The armor is for the four battleships, Colorado, Maryland, Washington and West Virginia. The prices are considerably lower than were paid for the armor for the Pennsylvania.

Secretary Daniels said that as a result of his protest against the identical bids of all three armor plate manufacturers for the Pennsylvania's armor, a saving of $1,110,084 had been effected. The Carnegie Steel Company secures contracts for 14,479.2 tons of class A-1 armor at $425 a ton; 820 tons of class A-2 at $486, and 602 tons of class B at $466. Bethlehem gets the same amount with the addition of the contracts for the armor bolts.

No contract is given to the Midvale Steel Company, whose bids were higher on most classes. Since the last contracts were awarded, A. C. Dinkey, president of the Carnegie Steel Company, resigned to become the head of Midvale Steel & Ordnance Company. Some significance is attached to this fact and the fact that the bids of Carnegie and Bethlehem are materially lower than that of Midvale.

The appropriation sub-committee of the House Naval Committee yesterday began work on the 1918 estimates. The Navy Department's 1918 figures contemplate construction of half of the ships yet to be built in the three-year program, and show total appropriations of $379,151,701, more than $66,000,000 in excess of the record total appropriated last summer.

Subscribe for The Weekly Courier, $1.00 a year a year in advance.

HIGH PAY IS NOT NORMAL

Hence Munition Plants Wages is Not Proper Measure on Compensation Awards, It is Contended.

A case was recently before Referee Snyder of Altoona, which raised a novel point in compensation claims. The case grew out of the claims filed by the dependents of persons killed in the recent explosion of the Aetna Chemical Company's powder plant at Mount Union, Pa.

The only difficulty which stands in the way of a voluntary settlement between the company and the claimants, it is understood, is the matter of wages, the dependents asking for compensation rated on the wages of the men, who were paid a 50 per cent bonus for perfect attendance at their work.

The defendant company would not agree to compensation based on the high wages made by the men as a result of the 50 per cent bonus allowed the employes. The compensation board at Harrisburg was appealed to recently to render an opinion in the case now pending, but nothing was done, the board refusing to fix any opinion until a test case was inaugurated.

GETS BIG ORDER

Pittsburg Concern Will Build Blast Furnaces at Sparrows Point.

The Riter-Conley Company of Pittsburg has just been awarded a contract by the Bethlehem Steel Company to furnish and erect at Sparrows Point, four complete 500-ton blast furnaces. This work comprises the structural steel and plate-work and castings for the furnaces, stoves, piping, gas washers, cast houses, skips, buggies, etc., approximating 10,000 tons of material.

The Riter-Conley Company has a contract now under way for furnishing and erecting at Sparrows Point the structural steel for a 24 hot mill plant. This work includes the main mill building, tin mill building, machine shop, carpenter and blacksmith shop and storeroom. This work was contracted for by the Baltimore Sheet & Tinplate Company, which was later absorbed by the Bethlehem Steel Company. Approximately 4,000 tons of steel is involved in this contract.

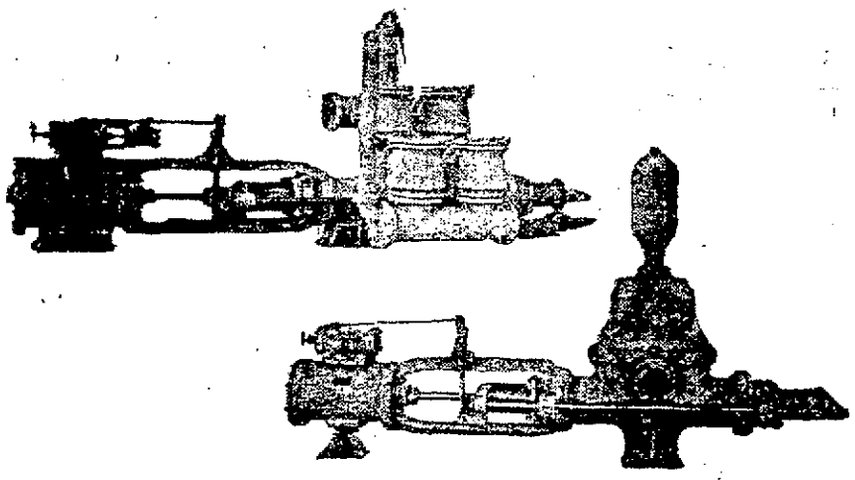
Miners Get an Increase.

LEXINGTON, Ky., Nov. 21.—Word was received yesterday from Harlan county that all of the coal mines in that county had voluntarily granted mine workers a 10 per cent increase in wages.

Connellsville Machine & Car Co.

MANUFACTURERS OF

The Lafayette Steam Pump



Engines, Mine Fans, Larries, Pit Cars, Cages, Coal Screens, Coke Crushers, Coke Barrows, Sheave Wheels, Drums, Universal Dump Cars and Complete

Outfits for Coal and Coke Works.

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OUR COKE IS OF HIGHEST QUALITY. ANALYSIS FURNISHED ON APPLICATION.

As all of our drawing is done by the Mechanical Extractor, none of the Foundry Coke is eliminated. Purchasers are consequently assured of a uniform quality of Furnace Coke.

HERBERT Du PUY, President. JOHN C. NEFF, Gen. Mgr.

Connellsville Central Coke Co.

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Works:—Low Phos. No. 1, Herbert No. 2, near Uniontown, Pa.

Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. R. and B. & O. R. R. Connections

Coke low in Sulphur and Phosphorus and of strong physical structure.

Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically handled, thus eliminating by screening all dust and dirt.

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GRACETON COKE CO.

Graceton, Penna.

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The Weekly Courier.

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THURSDAY MORNING, NOV. 23, 1916.

THE RAILROAD SITUATION.

The railroad situation is a topic of great public interest in industrial circles these days. The importance of transportation in the life of the people has never been so fully realized before. Now that the car shortage is threatening a most serious congestion of traffic, with its consequent disastrous effects upon all lines of business and industry, more people than have hitherto taken interest in railroads, are giving study to the situation.

Many of those who are most free in expression of their opinion as to the causes of the present affliction, and supremely confident as to the efficacy of their prescriptions and methods of treatment of the patient, lack the important element of being correctly informed upon the history of the case. On the other hand, there are contributors to the discussion who, from their intimate knowledge of the situation from some close at hand viewpoint, gave us enlightenment upon the subject as a whole. One such in The American Metal Market, which speaking as an organ of the steel interests, holds to the view that the railroads are being condemned by the apologies that are being made for them. It says:

There are certain things the railroads have said so often, purely for effect upon somebody else, that they have had the great misfortune of coming to believe them themselves. They have said that their credit is impaired by the Interstate Commerce Commission refusing to let them advance rates, when they cannot borrow money to make improvements, yet when prices advance they do spend money. They are buying cars at high prices, as they have done in every previous rise in the steel market, while in each depression they have refused to buy. When time after time they buy at high prices instead of at low prices they deserve to have their credit impaired. It is not the Interstate Commerce Commission. The railroads point to car surpluses sometimes amounting to 200,000 or 250,000 cars, and ask how they can be expected to buy cars when so many are idle. The idle cars, however, are only 10% of the total number. At the worst times the railroads are using 90% of their equipment, and charging full freight rates.

How about the car shops? Do they drop only to a 90% operation? On the contrary car shops have been idle for months at a time, operating 0%, although willing to sell cars practically at cost, when the railroads were getting full rates for the freight moved. How about the steel industry which sells to the car shops? Does it drop only to a 90% operation? Every little while it drops to an operation between 40 and 50%, and then it is willing to sell steel to the car shops practically at cost.

There is no industry that can in dull times better foresee a return of prosperity for itself than the business of railroading. The railroads do not have to float long term bonds in bad times. They can borrow on short terms, and a high interest rate for a couple years means nothing compared with the saving in cost of buying in dull times. Nor is it the fact that the railroads should float a fresh loan every time it buys cars. For years the railroads have been under the necessity, by order of the Interstate Commerce Commission, to maintain depreciation accounts against their cars. When the rates were named the railroads complained that they were too high, that they would count up the cost of a car long before it was worn out. Where have those accounts been?

We have no fault to find with the publicity campaigns the railroads have conducted. The public needed to be enlightened as to many things about the railroads and many injustices placed upon them by state regulation and the rapacity of municipalities. We do find fault with the railroads for believing more of what they tried to tell the public than was true, because the result is their attempting to conduct their affairs in an altogether unbusinesslike manner.

Possibly there was a time when nearly every man's hand was raised against the railroads but it does not follow that the condition should be replaced by one of nearly everyone suffering loss and inconvenience in order to help the railroads along. There are other charitable enterprises to be assisted, some of them administered in a much more businesslike manner than the railroads.

Railroad men may be inclined to regard some of these comments as rather severe criticism, but on the whole they will be forced to admit that, as a whole, they are wholesome truth. It is fair to the railroads, however, to say that they are no less anxious than the public to reach a solution of the vexatious problems by which both are beset. Out of the present discussion, inquiry and investigation there ought to be developed, and no doubt will be developed, an evolution in railroad management and regulation that will better enable these enterprises to grow and expand proportionately with the needs of the country.

CABBAGE AND COAL.

When it comes to by-products as a means of revenue and profit from sources hitherto unutilized, the humble cabbage need no longer fear to lift its head as a worthy rival of coal.

A farmer of Ruffsdale, Westmoreland county, planted five acres in this staple vegetable the past season and is now busily engaged in figuring up his profits. From cabbage leaves sold to foreign coke workers and others as rabbit and cow feed he received $100. From the roots he extracted $325 worth of gasoline and $260 worth of alcohol, and sold the heads for enough to net him $5,000 for the season's crop, or at the rate of $1,000 an acre.

This amount may fall short of the value of the by-products obtainable from one acre of coal, but the farmer has his ground left as a permanent plant to continue the operation again next year, while an acre of coal yields but one crop of by-products. In this particular cabbage is better than coal.

Now, What will Wilson do?

THE STEEL MILL SAVED.

The electric steel mill has been saved to Connellsville! This very desirable result of several months' negotiation and effort has been brought about by the courageous and public spirited action of a group of men whose faith in the proposition, as one of great value and necessity to the community, has never wavered for a moment.

When the possibility loomed large that the enterprise would be lost to Connellsville and go to a town more wide awake to its opportunities, these men met the situation by making up the deficit in the capital stock which had resulted from the withdrawal of a number of the original subscribers. A number of the stockholders who thus came to the rescue had previously doubled their original subscriptions, and doubtless some of them felt that further increase was exceeding the limit they had placed upon new investments at this time. When they faced the question of securing the new industry or losing it, the benefits to be derived from its location here outweighed every other consideration and they did not hesitate to meet the emergency.

The citizens who have thus saved the city's credit waile saving its new industry, were those who have long realized that Connellsville must needs add to the number and variety of its manufacturing establishments if the community is to get out of its narrow, beaten path and make headway industrially and commercially. When they first became interested in the proposal to erect an electric steel mill here, they also became convinced that an opportunity was at hand such as we have needed and one we could ill afford to pass by. They were also impressed with the reasonably certain remunerative character of the investment offered, but above the selfish interest of a desire to profit individually, the possibility of an advancement of the community's welfare was the object of their greater solicitude and concern.

They entered into the work of developing the proposition and interested others, and vainly sought to secure the co-operation of still others who had not seen the dawning of a new era for the First City of Fayette. Meantime the promoters of the project set about to fulfill the initial requirements of their part of the contract. Among other things this required securing the official approval by a large non-resident corporation of the terms and conditions under which a large sum of money was to be advanced by it and the verification of all the details relating thereto. Of necessity this consumed considerable time. The selection of a plant site took even longer time. These delays and the final choice of a site in the Herd Bottom had the effect of causing a number of stockholders, whose total subscriptions amounted to $12,500, to withdraw.

By this time Messrs. Locks and Moore had fulfilled their part of the agreement by providing their share, $65,000, of the capital stock which was to be paid into the company's treasury when Connellsville's portion, $60,000, was also available. The withdrawal of the disaffected stockholders created an unexpected situation, and one that needed to be cleared up in order to insure the success of the enterprise.

In meeting this emergency Messrs. Locke and Moore came to the assistance of the Connellsville stockholders through new and increased subscriptions to the amount of $8,000. Beyond this they did not feel willing or obliged to go in order that Connellsville might have the new plant when other towns were anxious to secure it. Such was the situation confronting the stockholders at their meeting on Thursday night. If the deficiency in Connellsville's quota of the capital stock, resulting from the delinquencies of the withdrawing stockholders, were not supplied, the only alternative was the loss of the mill to Connellsville.

The men present at the meeting agreed of one accord that failure to secure this industry would be fatal in its consequences to the forward step Connellsville has recently taken. Without hesitation they measured up to the full stature of genuinely public-spirited citizens by providing then and there for practically the whole deficit. To this action and to the citizens who took it is due all the credit for having preserved to Connellsville an opportunity to make a new and better start in the upbuilding of its industries.

There are not wanting expressions of sincere regret that a number of the original stockholders failed to keep step with the majority in number and interest on this movement. There has also been disposition in some quarters to rather severely censure those who withdrew their support and came near putting an end to the project. By their associates the reasons assigned for their actions have not been accepted as either sufficient or justifiable. The feeling has prevailed that on questions of such great moment to the future welfare of the city and its citizens, personal preferences or interests, and much less trifling reasons or excuses, ought not to be given weight or consideration. Instead, it is held, and the history and experience of steadily growing towns bear testimony to its effectiveness, that to go ahead we must go together; there must be unanimity of interest, coöperation of effort and a resolute keeping of faith and pledges. Holding together is for the good of all; the defection of one is to the injury of all.

It is highly creditable that the remaining stockholders of the company, taking their cue from the sentiments expressed by Mr. Locke, reached the conclusion that it was neither wise nor gracious to exercise their rights under the law and compel the delinquent stockholders to comply with the terms of their subscriptions. That they did not remain steadfast to the end was a great disappointment to their associates, but the ending of the matter has been such that the incidents leading up to the necessity for heroic action to save the day can with profit be forgotten by all concerned.

FIRE PREVENTION.

The tabulations of fire losses, compared with previous records, give some interesting results of the country-wide movement to reduce fire hazards, particularly as relates to the effects of a more or less general observance of Fire Prevention Day. The experiences of some of the larger cities shows the progress that has been made in this direction.

New York City, in 1915, had 1,010 fewer fires than in 1914, and its aggregate losses showed a decrease of $2,460,793 from those of 1914. Its per capita loss was $1.66, or $.32 less than was known before; its loss per fire was $140.58 less than the lowest previous record. These results are generally attributed to New York's fire prevention work.

Chicago has a Bureau of Fire Prevention and Public Safety with extensive activities. Translated into figures it appears that Chicago, in 1915, enjoyed a decrease of 1,238 in the number of fires and of $906,605 in total fire losses as compared with 1914.

Boston's Metropolitan District, including the City of Boston and 25 neighboring towns, has made a remarkable showing, since appointing its Fire Prevention Commissioner in 1914. Comparative figures for the single month of June, show that in 1914 there were 1,337 alarms; in 1915, 935 alarms; in 1916, 605 alarms, or a decrease in two years of 64%.

Cincinnati's figures of 2,538 fires and $699,473 in losses in 1914 were reduced to 1,708 fires and $365,570 in losses for 1915, a reduction of 20% in the former item and nearly 50% in the latter.

Milwaukee had only 1,679 fires in 1915 as against 2,361 in 1914, a decrease of 29%. Its total fire losses for 1915 were $487,009 as against $777,946 in 1914, and $953,477 in 1913. Milwaukee is convinced that fire prevention pays.

From smaller cities the showing is in many instances better, demonstrating conclusively that Fire Prevention efforts have paid by largely reducing the fire losses. While the improvement has been remarkable on the whole, the fact that the loss of dwelling houses alone in the United States in 1915 was the enormous total of $39,591,227, shows that only a beginning has been made in the important work of Fire Prevention. Fires in this class of buildings show that householders are grossly negligent in the matter of taking precautions in the construction of their homes to avoid dangers from fire, and are careless in guarding against it from day to day. Relatively Fire Prevention has done more to insure the safety of business buildings than dwelling houses.

It has been shown that Fire Prevention does prevent but individuals must arouse themselves to more than a perfunctory interest in its methods and operation, if they hope to obtain still greater immunity from fire losses.

BEFORE AND AFTER.

How differently the Administration mind operates before and after the election! When the eight-hour proposition was up for consideration some months ago there was neither time nor disposition to make an investigation into the respective claims of the railway trainmen and the railway managers, and the Adamson bill was rushed through because it provided the Easy Way out of a disagreeable situation. Now, when there is less urgency to give heed to political exigencies, President Wilson has assumed a different attitude on the whole question of legislation designed to deal with wage or hours of work disputes.

He has formulated a legislative program, to be taken up at the forth-coming session of Congress, which it proposed shall make "illegal any railroad strike or lockout without an investigation of the merits of the case." The American Federation of Labor has declared "unequivocally" against this program of "compulsory settlement" of wage disputes. An interesting contest therefore seems to be in prospect on this question, which is certain to receive a large share of public attention in Congress and out of it.

In this situation, which is largely one of their own creation, the country will look to President Wilson and the influential leaders of the forces of organized labor, to provide a solution that will be in the interests of peace and good will between employes and employers and for the promotion of the industrial welfare of the country. Unless both parties at interest approach the question divested of an intent to obtain political or class advantage and interest, no solution which they may determine upon will be satisfactory or permanent. There is no need at this time, and for matter of that little need at any time, to play politics on issues of such vital import to industry and trade, and the temper of the people is such that any attempt in that direction will alienate their support and sympathy.

TUBERCULOSIS SUNDAY.

There will be no denominationalism shown by the churches of the land on Tuberculosis Sunday. On December 3rd or 10th, as may be arranged by the churches and other religious organizations, there will begin the seventh annual campaign to educate the public on the subject of tuberculosis.

The request to the churches to observe one or other of these dates for this purpose, in addition to the regular services of the day, comes from the National Association for the Study and Prevention of Tuberculosis. This is an undenominational and nonsectarian organization which is devoting all its time and energies to reducing the death rate from the White Plague. It has accomplished a great work during the short period of its existence in demonstrating how this dread disease can be prevented and its ravages greatly reduced through education of the public along the lines of this organization's investigations.

Agencies of this character are working in the cause of humanity and know no distinctions between people other than that the victims of the tuberculosis scourge are the objects of its special attention and care. To help provide means for such worthy objects is Christian charity of the broadest type.

PENALTY OF SUBTERFUGE.

When the Adamson bill was enacted by Congress much ado was made by the partisan supporters of President Wilson that through this hastily drafted measure he had averted a serious tieup of the railroads. To him was ascribed all the credit for this achievement and unstinted praise was bestowed upon him for having kept us Out of a Strike.

Many persons without imputing the motives of President Wilson honestly and candidly differed with both he and his enthusiastic admirers and friends as to the sufficiency of the Adamson law to serve any other purpose than to avert for the time being the crisis which had been precipitated. By the most liberal construction which friends of the measure themselves place upon it the law has failed to provide for the permanent and satisfactory settlement of the differences between the trainmen and their employers. The law failed to recognize the fundamental principles underlying the questions involved, hence the so-called and much vaunted "settlement" has proven to be nothing more than a makeshift; a temporary expedient to stave off a disagreeable and, at the time, an awkward and unpleasant, but politically significant situation.

Like all subterfuges, the consequences of its employment are now rising to plague those who were responsible for having failed to affect a permanent settlement of the questions. It is evident that the members of the railway brotherhoods do not themselves consider the issues for which they contended have been settled by the legislative expedient. When the railroad companies recently began to take action to have a judicial interpretation made of the new law, the brotherhoods were prompt to remind the public that they would again resort to the use of the power lodged in them by the referendum vote of their members. In discussing this contingency William G. Lee, chief of the Brotherhood of Railroad Trainmen, made this significant statement:

> A strike vote is still in effect, and if the railroads do not live up to the very spirit and intent of the law in accordance with their agreement, there is no reason why the brotherhood should not take advantage of their strongest card. This time there is nothing that can stop them.

It this appears that the country is again to be confronted with a re-opening of a question which threatens to seriously menace the industrial peace of the nation, and which we some months ago were asked to believe had been settled by the wisdom, prudence and daring of President Wilson. Instead, we find it not only to be unsettled, but that it has become more involved and more difficult of settlement than in the beginning.

If a situation, such as now seems to be in prospect from a renewal of the controversy, develops, it will be one of the penalties we will have to pay for subterfuge instead of permanent settlement.

END NOT IN SIGHT.

The disquieting and saddening news comes from Europe that instead of preparing for peace the warring nations are preparing for many more years of conflict. Instead of praying that all nations may lead to a happy peace, people are being urged by their governments to address their petitions in behalf of the success of their respective armies on the fields of battle. In Amsterdam close to the seat of the struggle, whence authentic information is supposed to emanate, predictions are being made that there will be no peace before 1920.

From Germany, Austria, England, Russia, France and other countries actively engaged, come reports of feverish and high pressure preparations for many more years of the insane and brutal struggle. Following the lead of the Central Powers all the Allies are placing the conservation and distribution of food supplies upon a scientific basis. Germany has already taken a further step by extending government control to all non-military service and the allied countries have under consideration plans to require compulsory service in all lines of industry.

While the harassed and saddened people of all the countries groan under the increasing burdens of the war, they are acquiescing in a spirit of patriotic resignation to the stern measures which the preparations for a test of endurance are bringing forth. There is everywhere, among the people in all walks of life, an earnest hope that peace may soon come, but this is being stifled by the necessities imposed by the unsatiated demands that more blood and treasure be spilled.

THE PUBLIC'S RIGHTS.

Congressman W. C. Adamson, author of the so-called eight hour law which bears his name, in a sober moment of post-election thought, says: "The public is the one to be most considered in this controversy between the railroads and the brotherhoods; both sides seem to forget they are our servants in this matter."

This belated recognition of the rights of the public is a hopeful sign that the framers and sponsors of this make-shift provision, have had forced upon them the fact that in controversies affecting the relations of employes and employers, these two classes are not alone to be considered.

Had more thought been given to the public's rights when the 8-hour question was first before Congress and the country, and less to the political possibilities of the situation, the necessity would not now be upon us of reconsidering the whole proposition.

The high price of milk will not disturb John D. since he has moved from his farm to his Lakewood home. Instead of trusting to the tender mercies of the local milkmen he brought his Jerseys along in auto trucks to keep up the supply. John D. always was forehanded.

With 500 robberies to their credit Uniontown's boy bandits have almost qualified as professionals.

Potatoes have acquired such value in Milwaukee that they have replaced money as contributions when the plates are passed in the churches. Milwaukee always has been famous but this is the first time that the humble potato has brought it distinction.

VALUE OF HOME PRODUCTS.

The homely old adage about the shoemaker's family going barefooted is finding application in respect to the fuel supply of most towns in the coal fields of the country at this time. Over at Washington, which The Observer rather proudly boasts is "the center of the greatest bituminous coal field of the world, with thousands of tons right beneath the surface of the town itself and all around it acres of the fuel which have not been touched," the people are suffering discomfort and inconvenience from want of fuel both for domestic and manufacturing purposes.

Connellsville is not in quite so dire straits, but its supply of coal has barely been adequate to the needs of the community during the fair weather of the late fall. If winter should develop with sudden severity there would no doubt be considerable hardship in many quarters because of the inability to secure coal to supply the suddenly increased demand. Here and in Washington, as the Observer notes, "the coal required for local use is being shipped in from distant points, coal no better than that under our own hills and valleys, on which we are paying the freight and then are not able to get sufficient to supply the demands."

"This," says our contemporary, "is a situation which ought not to be. It explains, perhaps, one of the reasons why the cost of living is as high as it is today. Sound economics should teach a people that they ought to raise and produce at home those things which are essential for their own necessities, at least, and especially when they can do so cheaper than anywhere else on earth."

The condition is but one of the results of the failure of most communities to give attention to the development of their neighborhood resources. There is not a town in Fayette county, or Western Pennsylvania for that matter, which could not promote greater activity in the production of certain home-grown products, and greatly to the advantage of reduced costs of living and with profit to those engaging in the industries.

Of articles required for everyday consumption in the homes there is a woeful lack of local productive capacity. Instead, the markets are supplied from distant sources and the costs of transportation and middlemen's profits are included in the price to the consumers. Meantime opportunities for the creation of new or the expansion of new productive activities at home are overlooked or neglected.

That this condition has been allowed to develop in almost every town in Western Pennsylvania seems to have been due to the absence of effort to stimulate a larger or more diversified production of home products. The attention of the boosting agencies of the towns have been directed almost exclusively to securing the location of industrial establishments employing a large number of men. No thought has apparently been given to the desirability or necessity of providing a good market replenished from local sources, which would provide means of keeping the costs of living at such a point as would prove an inducement for both men and industries to locate in those centers which would thus show themselves to be wide awake to all the needs of an industrial community.

The cost and kind of living to be obtained in a town have much to do with the contentment and progress of its people and a great deal to do with what people outside think of it. This applies not only to the wages men can earn but to what and how great a variety their wages will buy. The degree of success to which these problems can be worked out depend largely upon the communities themselves. Hence the development of every activity that will supply any local need in the absence of which dependence must be had upon some outside source is of as much importance, relatively speaking, as the addition of new industries.

If Connellsville would add to its advantages of power, transportation labor and location the reputation of being the center of the best supply and lowest cost of home-grown necessities and luxuries of living, together with a cheap and adequate supply of fuel, there would be nothing else to it. Other towns would simply have to come here and bring their industries with them.

If the Senate probes into the misuse of campaign funds, why not also make inquiry into the cause of the $300,000 deficit in the Democratic fund?

Bryan having denied indignantly that he will desert dry Nebraska for wet North Carolina raises the suspicion that Asheville did not exceed the bid of Memphis, Tenn., which some years ago offered him $1,000,000 to move to that city.

Now it is the meek and lowly cauliflower that is getting into the precious jewel class. Pickle makers are paying $100 a ton for it.

The farmers are making a happy discovery in Community Day.

The Finger of Publicity is about to point out the location of Rockwood.

The number of eggs or spuds a man eats for breakfast these days is becoming to be a better index of his financial standing than the number or elegance of his wife's gowns.

The awful toll of war on the workers of Europe is revealed in the statistics of the membership of the labor organizations of Austria. From an enrollment of 415,195 in 1913 the membership has been reduced to 177,133 in 1916.

The one minute in that Chicago-New York aeroplane flight record must have been the usual "wait a minute" women are prone to take for the last finishing touches to hats before starting on a journey.

The supporters of the Adamson law, if they are smokers, will find an application of its principle in the action taken by the makers of Wheeling tobies. They have shortened the smoke and increased the price.

The cutting off of the supply of political dope from the campaign publicity bureaus has forced many Democratic editors to get down to real work.

The intelligence comes from Washington that the weaklings in the diplomatic service are to be disposed of in the easy way by accepting their resignations which, according to custom, are tendered at the close of every administration. The Easy Way has had the Right of Way in Washington for four years now, lacking three and one-half months.

Hughes, Wilson and Brumbaugh are again rivals for the presidency. Not of the United States, however but of the freshman class at Pennsylvania State College, where N. D. Hughes, C. A. Brumbaugh and R. N. Wilson are contesting for that honor.

A. Mitchell Palmer, the side partner of Vance McCormick in a former historic campaign in Pennsylvania, but who was somewhat of a submerged tenth during the recent national campaign, is to have reward for his self effacement patience and subservience. Vance is said to be grooming him for the Attorney Generalship in the new Cabinet.

In certain benighted Democratic editorial sanctums the campaign is still raging and the editors still raving.

The suffragists of Kansas appreciated the opportunities of the recent campaign, and showed equal cunning with the males in taking advantage of them. Out of 256 suffragist candidates 151 were elected to offices formerly filled by men, such as school directors, registers of deeds, clerks of county, county treasurers and probate judges. The politicians and job holders are said to be showing a waning interest in equal suffrage now that so many of the fair voters have learned how to exercise their new found privilege very much after the manner of men.

An Ohio paper suspended its editorials for a week after the election in order to give its editors a rest. No violent protests from its readers are reported to have been lodged because of the innovation.

President Wilson, in his Thanksgiving proclamation, very aptly says, of the condition of the stricken peoples of Europe, "We cannot think of our own happiness without thinking of their pitiful distress." It was proper to suggest that we "contribute to the relief of the suffering which war has brought in its train." A hearty response to this suggestion will be an appropriate form of our observance of the day.

From the present outlook the Adamson law will not extend the 8-hour day to the work of the courts which will have to handle the numerous suits growing out of the enactment of this measure.

That Scottdale wife who won a $5 bet on Wilson from her husband did not trust to a stakeholder to turn over the wager. Turning her husband's pocket was the safer and surer plan.

Evidently the Democrats consider the re-election of President Wilson as insuring their party's perpetual lease on the government. Chairman Vance McCormick is arranging plans for the establishment and maintenance of permanent headquarters in Washington. It might be a wise precaution to make the lease subject to cancellation at the end of four years.

A Democrat in Danville, Ill., won an election bet with an undertaker which he is in no great hurry to collect. The wager is a lot in the cemetery which the loser is ready to deliver but the winner pleads delay.

If that Oregon preacher who surrendered his citizenship papers because Wilson was elected is no better preacher than he was citizen, he ought to follow up his action by a surrender of his pulpit.

Will Sim or Billy be the pennant winner in the world series now being staged in Boston?

A Wisconsonian, who poses as an educator, declares that arithmetic is the most useless subject taught in the common schools. Evidently it was to him as he fails to figure out his proposition satisfactorily.

Miss Rankin, the newly elected Montana Congresswoman refuses to allow the cameramen to make her a freak. It will be a freak of good fortune if she outwits them.

The large buyers of spot coke, who have discovered that they have been bidding against each other, are beginning to study the strategy of Drives against the High Price front.

Having ratified the Democrats ought now to be satisfied.

President Wilson has wisely declined to change the custom of setting aside the last Thursday of November as Thanksgiving Day. Some well meaning people, without very good reasons, urged that the day be advanced to an earlier date. If the President can wait, the people ought to be no less able to restrain their outbursts of thanksgiving.

The News asserts that the $1,500 raised for the Ratification Pageant was "more than spent to elect Woodrow Wilson." Will our contemporary as confidently assert that it was either more or less than was spent to elect any or all of the Democratic candidates voted for in Fayette, Greene or Somerset counties at the recent election?

Income tax returns in Berlin, Germany, show that there are over 30,000 more persons in that city with taxable incomes than there were a year ago. This looks like the Germans were having a War Prosperity of their own.

The old time pick miner is not a back number in the Connellsville coke region in amount of coal he can produce, neither is he much behind his brother machine loader in his earnings.

It having been asserted that the farmers of the country have been making false returns of their crops in order to boost prices. If true, what an excellent opportunity for Congress to start another trust busting, monopoly breaking campaign.

If the merchants of Chicago persist in advancing the prices of women's clothes 50 per cent, the dire threat is made by the women of that city that they will refuse to buy and will wear last year's garments—until the next Bargain Day.

The dressing record of 2:36 made by a Philadelphia woman was computed in minutes, not hours, notwithstanding some men will insist that the latter is the more correct measure.

A Chicago doctor has formed a "diet squad" for the purpose of demonstrating that by the use of boiled dinners and mush and milk the High Cost of Living can be reduced to 40 cents per day per person. This, of course, does not include the doctor's fees.

It is proposed to create a new coin of the value of 6 cents to be used in buying bread. What the public needs is not new coins but new prices—prices that can be reached by any old coin.

Looking Backward

News of the Past Condensed from the Files of The Courier.

THURSDAY, NOVEMBER 25, 1880.

The coke operators refuse to grant any of the workers demands and a strike is imminent.

The fire in the Standard mine, after burning for several weeks, is brought completely under control.

A detachment of Salvation Army officers, consisting of Major Dale, Captain Coleman and Cadet Block, arrive in town and fit up barracks. These are the first Army representatives seen in Connellsville.

Union Thanksgiving services are held in the Christian Church, and the holiday is observed here very quietly.

The Courier is issued on Thursday instead of Friday in order to give the force a holiday.

The brick work on the borough building is completed.

A. L. Davies and Robert Gray, Baltimore & Ohio yard dispatchers, resign.

Notices to lay pavements are served on a number of property owners in the North End.

The stoning of Main street is completed.

The Hope Hose Company gives a ball in the Palace rink.

Real winter sets in and overcoats become quite popular.

The Scottdale pipe mill closes down because of a strike of the rammers.

The Dunkard creek region in Greene county is declared to be the coming of territory of the state.

Martin L. Carson of Layton shoots a hawk measuring four feet, six inches from tip to tip.

D. M. Birer is elected captain of Company C at Uniontown.

A dramatic company, producing "The Pavements of Paris," is stranded here.

A Belgian block street crossing is put down between the Smith House and the First National Bank.

Andy Bell, well known colored barber, deserts his wife and flees to St. Louis.

The First National Bank declares a semi-annual dividend of four per cent.

The water main at Pittsburg and Peach streets springs a leak, the surplus water undermining the earth for some distance along Peach street.

W. D. O'Neil and Mattie Fergus, both well known here are married in Cleveland.

THURSDAY, NOVEMBER 26, 1896.

Detailed report of the coke trade for the week ending Saturday, November 21, shows a total of 17,997 ovens in the region, of which 8,080 are in blast and 9,917 idle, with an estimated production of 71,005 tons.

Shipments for the week aggregated 4,459 cars, consigned as follows: To Pittsburg, 2,132 cars; to points West, 1,814 cars; to points East, 504 cars; an increase of 576 cars over the previous week.

Announcement is made that W. J. Rainey will enlarge and rebuild the Mount Braddock works and make them into a model coke plant. A new store is one of the improvements decided upon.

Newton Deffenbaugh, who shot himself while hunting, dies from the effects of his injuries.

John Brinker, car shifter of Moyer, is killed when he falls from a box car and is run over.

The South Connellsville tin plate mill is running merrily and the lock works are completed and ready for operation.

The first surges of the tide of incoming prosperity strike the Connellsville coke region.

Principals W. G. Gans and O. P. Moser read papers at the meeting of the Fayette Principals' Association in Uniontown.

Mr. and Mrs. Charles J. Coll return to Connellsville after an extended honeymoon.

Lloyd Johnston's new house on Porter avenue is completed and it is expected that John Barry will occupy the residence.

Miss Annie Eccles is convalescing after a very serious illness.

Members of the Fayette Council of the Royal Arcanum hold a reunion here. Dr. G. W. Gallagher and prominent out of town guests being the speakers.

Professor Thuma of Pittsburg opens classes in dancing and etiquette.

The paving of Water street is completed by Contractor Bernard O'Connor.

The Yough Crystal Ice Company plans to build a new cold storage building adjoining its ice plant.

Thomas Campbell, well known as a former miner of this section, dies at an Ohio Old Soldiers' Home.

Thanksgiving is observed in Connellsville with union church services in the morning and a football game in the afternoon.

THURSDAY, NOVEMBER 29, 1906.

Detailed report of the coke trade for the week ending Saturday, November 24, shows a total of 23,622 ovens in the region, of which 22,123 are in blast and 1,479 idle, with an estimated production of 285,126 tons.

Shipments for the week aggregated 15,358 cars, consigned as follows: To Pittsburg, 5,014 cars, to points West, 8,633 cars; to points East, 1,711 cars; an increase of 141 cars over the previous week.

The first coke ovens in Greene county are constructed by the Bessemer Coke Company at Millsboro, the Soisson Fire Brick Company furnishing the material for the ovens.

The Frick Coke Company plans to further develop the Lower Connellsville coke region by building four large coking plants there. The largest, a plant of 400 ovens, is to be at Ronco.

Mary Elizabeth Braithwaite of New Haven and Earl S. Busller of Scottdale are married in Cumberland.

After a stormy session the New Haven council fails in its attempt to oust S. M. Torrence from a seat in that body because of non-residence.

Connellsville High defeats Uniontown High by a score of 10-0 in a hard fought football game.

Gus Stickel, Jr., of Mill Run, is appointed postmaster at Bryan.

John Collins, Baltimore & Ohio fireman, is slightly injured when he is shot accidentally by his brother James Collins.

Turkeys are quite plentiful, with farmers of the district bringing wagon loads of the fowls to town. The selling price is 25 cents a pound.

The price of eggs reaches the high water mark, 40 cents a dozen, and the women are indignant.

The report of Principal J. P. Wiley of the public schools shows an enrollment of 1,38?, with 94 as the per cent of attendance.

Health Officer Allen Hyatt announces that a garbage furnace is to be constructed here.

Dr. T. S. Cartwright, former pastor of the Trinity Episcopal Church here, returns to England, where he is now pastor of a large and fashionable church.

Katherine Rodman is elected press agent of the Clionian Literary Society of the New Haven High School, the need of such an officer having been admitted by all members of the society.

Worth K. Balsley and Miss Mary Ray are married by Rev. J. A. Ashe of the Methodist Episcopal Church here.

Speaker Champ Clark finds the possibility that the official count may give the Democrats in the House of Representatives a majority "very interesting." But the certainty that the same count will give the Republicans a majority is not so interesting to any part of official Washington.

It would appear that some doctors are not immune from all kinds of rush.

DECLARES FARMERS DECEIVED U. S. AS TO CROP OUTLOOK

New York Official Insists Estimates are Far Below Real Yield.

HOLDING STOCKS IN RESERVE

Wheat, Potatoes, Onions and Cabbage Will be Dumped on Market at Fancy Prices When Supply is Supposed to be Exhausted; Speculators Busy.

NEW YORK, Nov. 18.—An assertion that western farmers underestimated their crops in reports submitted to the federal government and thereby forced up the price of wheat, potatoes, onions and cabbage is the latest contribution to the high cost of food investigation here. The charge is made by Joseph Hartigan, commissioner of weights and measures, who has just returned from a tour of 29 states undertaken to determine the reason for the high cost of living and incidentally, to complete arrangements for a farmers' congress to be held here in February.

Mr. Hartigan's investigation convinced him, he said, that the government estimate of the wheat crop in this country this year was based on statistics furnished by the farmers, who "knowingly concealed at least 25 per cent of their wheat crop." According to Mr. Hartigan, this surplus had been held in reserve to be dumped into a market supposedly short many millions of bushels at a price otherwise unobtainable.

"I do not charge the farmers with being out and out dishonest," declared Mr. Hartigan, "but the least that can be said of them is that their action was unpatriotic. They are doing the same thing in many parts of the country in regard to potatoes, cabbage and onions. I have not the slightest doubt that if these reserve supplies were released we would hear considerably less about crop shortages and the cost of these farm products would be reduced to the retail purchaser at least 25 per cent from the prices now prevailing."

The high prices now demanded for the necessaries of life is being recognized by large employers and measures have been adopted to ameliorate the situation. The Brooklyn Trust Company, with the approval of its board of directors, announced today a substantial bonus for each of its 90 employes. Accompanying each check was a note explaining that the money had been voted "to relieve the strain among employes on account of the high cost of living."

Announcement was also made that the Underwood Typewriter Company planned to distribute $250,000 among its employes in the middle of the winter, when the cost of living is usually the highest.

Food speculators last week made a profit of more than $900,000 on a single item of eggs according to state food experts. This week's toll from the city householders they say will exceed $1,000,000.

FINANCES EXPLAINED

Democrats Had $323.75, Not $1,500, for Their Celebration.

A detailed statement by the finance committee which had charge of the recent Democratic celebration reveals the fact that instead of collecting $1,500, as stated by City Clerk A. Overholt Bixler, the committee had just $323.75 to work with. It spent every cent. Republicans showed the proper spirit with liberal contributions.

The largest individual contributors were Mayor Rockwell Marietta and Postmaster W. D. McGinnis, who each gave $10. Impartial observers concede that Postmaster McGinnis got the best of it in advertising. F. E. Ducker was paid $33.75 for lettering banners, most of which referred in a complimentary manner to Mr. McGinnis. Congressman Sterling rode in the procession, but did not contribute. The red fire cost $126, and the expressage added $1.15. Most of this red fire must have been saved for the demonstration to be held in Uniontown.

The Connellsville Military Band drew down $47.80, the South Connellsville Band 34, and Wes' Ridenour's drum corps $5. The Leisenring band paraded for the fun of it. The News printed the Salt River tickets for $20.25, the price evidently covering the amount of gray matter expended on its composition. W. W. Glotfelty drew down $5 for the use of his truck, and Smith Grimm $3.80. Harry Dull got $2 for hiring a horse.

The committee disbursing this large sum was composed of A. O. Bixler, John Irwin, H. L. Piersol, F. O. Goodwin, and G. L. Armstrong.

WON'T URGE EMBARGO.

President Disregards Agitation for Restriction on Food Exports.

WASHINGTON, Nov. 21.—Despite much agitation in its favor, President Wilson is not expected to urge an embargo on food exports in his address to Congress.

Petitions for some restrictions have been piling up at the White House for several weeks and it has been predicted that a determined effort to have Congress act would be made soon after the session opened.

Wreck Victims Still Ill.

Mrs. Catherine Holleran, who was injured in the West Penn street car wreck, has left the South Side Private Hospital and is at her home at Dawson. She is confined to her room. Miss Lucy Glennon of Dawson, who was injured in the same wreck, is slowly improving at the South Side Private Hospital. Neither one is permitted to see visitors

MRS. DARBY WINS DIVORCE ACTION

Edenborn Woman Freed from Wedlock With Connellsville Express Messenger.

UNIONTOWN, Nov. 21.—Mrs. Ruth V. Darby of Edenborn, was granted a divorce today by Judge J. Q. Van Swearingen from Fred H. Darby, an express messenger on the Baltimore & Ohio railroad who lives at Connellsville. They were married October 12, 1909, at Uniontown and have two children.

"He has always treated me indifferently, deceiving me in many ways and again telling me untruths about himself and what he intended to do," testified Mrs. Darby. Mrs. Darby testified that her husband had threatened to kill her and failed to provide someone to care for her when she was sick. Mrs. Darby is now living at the home of John Jaynes at Edenborn, where she has her children. They lived at various times in Uniontown and Connellsville since their marriage.

In charge of officers of the court the jury in the case of Mrs. Rachel Harvey against the Pennsylvania Railroad Company for $50,000 damages was taken to Grindstone today at 11.10 o'clock. The jurors are to view the place where Ira F. Harvey, husband of the plaintiff, was injured on August 9, 1915. It is claimed that he died the following day from his injuries.

According to the testimony of the plaintiff's witnesses before Judge E. H. Reppert, Mr. Harvey, who was employed by the H. C. Frick Coke Company, was injured while unloading brick from a car, a train of empty cars having been backed against the car being unloaded on a siding and knocking him down.

THANKSGIVING DAY SET

Governor Brumbaugh Issues Proclamation.

HARRISBURG, Nov. 21.—Governor Martin G. Brumbaugh has issued a Thanksgiving proclamation, extracts from which follow:

"Not alone because it is a time-honored custom, but particularly for the reason that a state, like an individual, should never forget the supreme source of authority and the steady guidance of Almighty God, it is fitting that we should set aside one separate day for thoughtful survey of our progress and our destiny."

In his proclamation the governor goes on to enumerate the many reasons that the citizens of this state have to be thankful. In the concluding sentences he addresses the people in the following manner:

"Above all else, take thought for Pennsylvania, our beloved commonwealth, and resolve to hold its welfare high in our purposes and to do our part in making it, under God and His name, the cleanest, safest and sweetest place to labor, to live and to serve. This may be done, and done with propriety worthy of our best traditions and our great destiny, therefore I do set apart and designate Thursday, November 30, 1916, as Thanksgiving Day."

BELL MANAGER RESIGNS

Thomas Simpson to Engage in Hardware Business at Wilmerding.

Thomas Simpson, for the last six years manager of the Bell Telephone Company's Connellsville office, has resigned. As soon as his successor is named and takes up the work here Mr. Simpson will leave for Wilmerding to engage in the hardware business. He will be associated with Thomas Smith, an old friend, in the Wilmerding Hardware Company, having purchased an interest in the concern.

Mr. Simpson last month completed six years as local manager for the Bell Telephone Company. During that time he acquired a reputation for efficiency and courtesy with both the company and the public. Local people found Mr. Simpson a pleasant man to deal with and he made many friends. He will be in charge until a successor arrives.

FARMERS HOLD TURKEYS.

Plenty of Them, But Mountaineers Demand Fancy Prices.

Farmers are holding their turkeys at 40 cents a pound live weight, according to a local man who recently returned from a trip through Bedford county. Fowls are not scarce enough to justify such a price, but the farmers feel that they can get it if they wait long enough.

Local dealers are not quoting prices of turkeys. "They are all out of sight," one grocer said. "We expect they may come down, but we don't know."

Fayette's Forest Fires.

That Fayette county continues to suffer from forest fires is evident from the fact that State Forester V. M. Bearer has already received bills and reports for six fires, this fall.

These fires were taken charge of, and extinguished by the local forest fire wardens, with the assistance of neighboring people.

While the smallest fire burned over but two acres, one of them covered an area of 750. The total area burned over by the six fires aggregates 1318 acres and entails a direct financial loss of about $700.

The complete loss, including destruction to the humus or forest floor, destruction to the game within the burned areas, the retarding of growth which is not completely killed and the decrease in the regularity of the water supply would be several times the direct financial loss, although it cannot be well computed.

Two of the fires were caused by hunters, two others, by incendiarists while the cause of two is not known.

The Pennsylvania Department of Forestry is growing millions of small trees for free distribution among individuals and corporations who desire to plant their almost worthless land to trees. Applications for a large portion of these trees have already been received.

FEDERAL RESERVE SYSTEM MAY MEAN LOWER INTEREST

Banker Says Rate on Savings Deposits is Likely to be Reduced.

U. S. PLAN REDUCES EARNINGS

Funds Now on Deposit With Cleveland Reserve Bank Earn No Interest, but Under Former System the Banks Got 3%; Savings Accounts a Loss.

Although the Connellsville banks have not yet come to an agreement, a banker in position to know predicts that the rate of interest on savings will be reduced from 4 to 3½ or even 3 per cent after January 1, 1917. This matter has been up for more than a year and the clearing house committee of Western Pennsylvania has finally decided on the reduction. All of the Connellsville banks, however, have not yet agreed to the changes it is stated, although they are likely to do so.

The light demand for money and the expense of membership in the federal reserve bank are given as reasons why banks cannot longer afford to pay 4 per cent on savings accounts. Bankers all say the call for money loans is so small that the institutions have sums on deposit without opportunity to place them so that they may have an earning power.

Loss of income caused by idle money is increased by the expense of membership in the federal reserve bank. The government's plan to keep the money of the country from getting to New York has proven a burden on all the member banks, a banker states.

Local banks formerly deposited their reserve funds in Pittsburg. On these they were paid 3 per cent interest. The proportion of their deposits they now deposit in the Cleveland federal reserve bank now earns them nothing. Banks which were forced into membership in the federal reserve bank under penalty of losing their charters are chafing under this loss. This feeling is aggravated by further losses entailed in the cutting off of the one-tenth of one per cent in exchange fees since the opening of the reserve bank.

As if this were not enough, it is now stated, the Cleveland reserve bank finds it impossible to invest its money and is operating at a loss, making it necessary to levy an assessment upon member banks to make up the deficit.

One Connellsville bank, it is said, pays about $70,000 yearly on its savings deposits. The interest rate is 4 per cent while in its investment the most the bank can hope to make is 5 per cent. The difference does not pay for handling the deposits.

VISITING HERE; GETS RADIOGRAM

Dominic Rotundi Receives Greeting From Friend in New York Through Dr. J. B. Woods.

An idea of the possibilities of wireless in a commercial way was given today when Dr J. B. Woods received a message from New York sent to Dominic Rotundi from his friend Richard Frank. Young Frank has a wireless outfit and when Rotundi left for Connellsville he promised to send him a radio message. Accordingly on Saturday night he flashed a radiogram into the atmosphere. It was picked up by a station about 75 miles away and relayed to another station in Ohio. This in return sent it to Pittsburg whence it was relayed to Dr. Woods' station on Wills road. It did not arrive until this morning because operators at the commercial stations could only relay it in spare time.

The message sent greetings to Young Rotundi and directed him to send his address by radio. The latter is a brother of Steve Rotundi, formerly of Connellsville, but now a student at the New York University.

Dr. J. B. Woods has one of the finest wireless receiving and sending stations in this setcion and he gets in communication with all parts of the country.

ELKS SECURE SPEAKER

E. R. Schreck of Newark, N. J., to Deliver Eulogy For Local Lodge.

Connellsville Elks have secured E. R. Schreck, a prominent attorney of Newark, N. J., to deliver the eulogy at the annual memorial services in the Soisson Theatre, Sunday afternoon, December 3. A number of eastern lodges sought Mr. Schreck's services on this occasion but he yielded to pressure brought to bear on him to come to Connellsville.

The services will be much more impressive than in former years. A new ritual has been adopted and will be used for the first time. The decorations committee has been working to produce effects widely different from anything heretofore used. Especially good musical numbers will be included on the program.

GETS NEW LIGHTS

City Hall Now Properly Fitted Out With Electrical Fixtures.

A new electric lighting system is being installed in the first floor of city hall. At the suggestion of City Clerk A. O. Bixler, who thinks the current is too strong, the wires were inspected and the arrangement looked into.

In the room where police court is held, the chandelier has been taken down and a single light installed. The bulb is a good distance from the floor and will not be so tempting to thieves as its predecessors seem to have been. In the men's corridor of the lockup, too, the system is being overhauled.

The Grim Reaper.

MISS KATHERINE FITZMORRIS.

Miss Katherine Fitzmorris of Lemont, 26 years old, died Sunday in the Uniontown hospital following a mont, 26 years old, died Sunday night in the Uniontown Hospital following a lingering illness. Tuesday at 8.45 o'clock the funeral party left on a special street car for Connellsville, where services were held at 9.30 o'clock at the Immaculate Conception Church. Requiem high mass will be celebrated. Interment in St. Joseph's cemetery.

Mrs. Fitzmorris was born at Trotter, July 15, 1890, a daughter of the late Michael and Catherine Morris Fitzmorris. Mrs Fitzmorris died on the eve of her daughter Katherine's birth and her father died three years ago. Deceased was employed as a clerk and later cashier at the Union Supply Company at Trotter up until her late illness. She was a member of the Immaculate Conception Church.

The following brothers, John Fitzmorris of York Run, Michael Fitzmorris of Morrell, Martin Fitzmorris of Filbert, Patrick Fitzmorris of Fredericktown, and one sister, Agnes Fitzmorris of Connellsville, survive.

WILLIAM COONEY.

William Cooney, 32 years old, a well known resident of Connellsville, died Monday night at 7 o'clock at the home of his sister, Mrs. Edward McCullough, Pittsburg, following a lingering illness. He had been ill at the McCullough home since March. Mr. Cooney was born in Connellsville, a son of the late Peter and Margaret McMahon Cooney of this place. He resided in Connellsville virtually all his life. Mr. Cooney was a former member of the paid fire department and was a member of the Moose lodge. He is survived by one brother, Peter Cooney of Connellsville and three sisters, Mrs. Edward McCullough, Mrs. George Bugle and Mrs. George Smith, all of Pittsburg. A brother, Robert M. Cooney, a Baltimore & Ohio engineer, was killed at Green Junction July 23 last. Funeral was held from the Immaculate Conception Church Tuesday morning.

MRS. PEARL WELTNER.

Mrs. Pearl Gilmore Weltner, about 38 years old, wife of Edwin Weltner of Pittsburg, formerly of Uniontown, died suddenly Saturday morning at her home. The body was brought to Connellsville for interment. Mrs. Weltner was a daughter of Mrs. M. C. Gilmore of East Fairview avenue, and resided in Connellsville up until her marriage to Edwin Weltner, who at one time was in the drug business in Uniontown. In addition to her husband Mrs Weltner is survived by two children, Margaret and Charles, her mother, and the following brothers and sisters: Taylor Gilmore and Nathan Gilmore at home; Vance Gilmore of Clarksburg, W Va; Mrs. Frank Goodwin of Haysville; Miss Margaret Gilmore of Pittsburg; Miss Leah Gilmore of Jenkins, Ky., and Miss Susan Gilmore at home.

MRS. PEARLE G WELTNER.

The body of Mrs. Pearle Gilmore Weltner, who died Saturday at her home in Pittsburg, arrived here Monday afternoon and was removed to the home of Mrs M. C. Gilmore in East Fairview avenue, mother of the deceased. Funeral services were held Monday afternoon at 3 o'clock from the Gilmore residence. Rev. Cloyd Goodnight, pastor of the Central Christian Church of Uniontown, and Rev. C. C. Buckner, pastor of the Christian Church here, officiated. Interment in Hill Grove cemetery.

JAMES SEATON COLLIER.

James Seaton Collier, 67 years old, died Thursday morning at the home of his daughter, Mrs Charles Stoner in Uniontown. Mr. Collier married Miss Cornelia Brown of Smithfield, and to the union six children were born. They are: Mrs. William G. Howard of Masontown, Mrs. Charles Huhn of Smithfield, Mrs. Charles Stoner of Uniontown, Mrs. W. B. Stewartson of Coraopolis, Leo J. Collier of Youngstown, O., and Mrs. B. J. Mechen of Masontown.

T. C. DONOVAN.

T. C. Donovan, husband of Amelia Fee, Donovan, died Friday at his home in Pittsburg following an illness of pleura pneumonia. In addition to his widow, who was formerly Miss Amelia Fee, a daughter of the late Mr. and Mrs. T. M Fee of Connellsville, he is survived by two daughters. Mr. Donovan's father died a few months ago.

MRS. J. FRANK RIDGEWAY.

Mrs. J. Frank Ridgeway, 60 years old, a well known resident of Morgantown, died Tuesday morning in the Mercy Hospital, Pittsburg. The body was shipped to Ohiopyle for interment. Funeral services will be held tomorrow. Mrs. Ridgeway is survived by her husband and one small son

RED CROSS SEALS.

Agencies Again Established Throughout Fayette County.

The 1916 Red Cross Christmas Seals are on sale and a number of agencies will be established in Connellsville. The seals cost only a penny each and a large part of the proceeds from their sale is devoted to the fight against tuberculosis in the district where they are sold.

Places where they may be bought are designated with the sign, "Red Cross Stamps for Sale Here."

Lieutenant Resigns.

First Lieutenant Charles J. Harrison of Company C, Tenth Regiment, N. G. P., of Somerset, has resigned

9,456 Hunters Licensed.

Nine thousand four hundred and fifty-six hunters' licenses have been issued in Westmoreland county

Subscribe for The Weekly Courier. $1 a year in advance.

"INSPECTOR" FINDS EVERYTHING WRONG AT A WARD SCHOOL

Passes Judgment on Several Teachers and Then is Thrown Out.

PRINCIPAL SUSPECTS A HOAX

Decides After an Interview That the Strange Visitor is Amusing Himself at the Expense of the School and Puts an End to the Matter.

A man who said he was a state inspector of schools created something of a furore when he visited the Third Ward building Monday and after inspecting several of the rooms expressed himself as displeased with the way things were done. Convinced that the man was an impostor Principal Lyman K. Miller finally found it necessary to eject him.

"There is no bell upon this building," was the alleged inspector's first comment. In his opinion, this was sufficient justification for closing up the school and he said he was vested with that authority if he chose to exercise it.

"You are not teaching the A B C's" he remarked to another teacher. This he seemed to consider reprehensible.

Discovering a little magazine, "Current Events," which is used by all the teachers, on a desk, the "inspector" was again moved to express his displeasure. "Reading matter in the schools," was the critical note he made regarding this especially objectionable matter

The most glaring fault of all, however, was revealed on a visit to another room. Asking one of the teachers to show him her report book, he looked on with critical eye while she took it out of the bottom drawer of her desk

"That ought to be kept in the top drawer" he declared, horrified at such evidence of incompetence on a teacher's part.

Convinced that the man was demented, one of the teachers called Principal Miller and the "inspector" was ordered to leave.

Teachers of another building heard of the man's visit and sent out for help. "Our principal isn't here," they said, "and the telephone is out of order." The "inspector" however, did not appear.

WINS BIG AWARD

Mrs. Anna Jordan Gets $3,134 for Death of Husband.

Attorney D. W. Henderson, counsel for Mrs Anna Jordan of Franklin township, yesterday received a decision of Referee Thomas J. Dunn, of the Workmens Compensation Board in which an award of $3,134.10 and costs is made to Mrs Jordan for the death of her husband on last January 18. The decision is of particular interest not only to Fayette county, but to the state at large

George Jordan was killed in Franklin township while driving a team belonging to Austin Livingston, who was employed by Abrams & Jones to haul a drilling stem. The wagon upset, killing Mr Jordan. Claim was filed by the widow for compensation for herself and four minor children, who are under 16 years of age, against Abrams & Jones and the State Fund, insurers. The claim was contested at a hearing held October 27 in the office of Attorney Henreson. Attorney Samuel J. Spyker of Huntingdon, representing the State Fund, Attorney Spyker contended that Austin Livingston, who employed Mr. Jordan to do the hauling and who did not carry insurance, was responsible for the claim. Referee Dunn in his decision, however, held that Abrams & Jones and the State Fund are liable for the compensation. The award is one of the biggest that has been made in Fayette county.

SCOUTS WAR THEORY

Rev. Cunningham Says Japanese Are Friendly to the United States.

Rev. W. D. Cunningham of Connellsville who recently returned from Tokyo, Japan, where he was engaged in missionary work for the last 15 years, addressed the Christian Church ministers of Fayette county in the Central Christian Church in Uniontown Monday

Rev Cunningham scouted the idea of war between the United States and Japan, declaring that the Japanese have nothing but a feeling of strongest friendship for this country.

Rev. Cunningham recommends the training of Japanese in missionary work, contending that natives could do far better work than missionaries of foreign nations.

Rev. C. G. Huffer of Perryopolis, and Rev. C. C Buckner of Connellsville, were among the Christian Church pastors present from this section of the county.

IN SERIOUS CONDITION.

Eiler, Beaten by Vogan, May Not Recover, It is Said.

The hearing of Jacob Vogan, charged with fighting on Baltimore & Ohio train No. 10, which was scheduled for yesterday afternoon, was called off after it was found that John Eiler, who was beaten by Vogan was in a serious condition. Eiler was struck on the head with a wrench by Vogan and it is said that he may not recover from the effects of the blows.

Vogan will be held in the lockup here until Eiler's condition changes definitely for better or for worse

Schedule to Change.

Notices are up in Pennsylvania railroad stations announcing an important change in schedule effective Sunday, November 26.

GIRL WED AT 13 GIVEN A DIVORCE

Mrs. Malloy Alleges That Her Husband Deserted Her, and Suit for Marital Freedom is Allowed.

UNIONTOWN, Nov 22.—Mrs. Rebecca C. Black Malloy, 20 years old, of South Brownsville, was granted a divorce today by Judge J Q Van Swearingen from Michael J. Malloy of Cleveland. They were married August 12, 1909, when Mrs Malloy was only 13 years old, at Wellsburg, W. Va. Desertion on November 20, 1914, was alleged.

A jury was selected and sworn today for the trial of the suits of Emma S. Marshall and Harry Marshall and George L. Moore against the Monongahela Railroad Company before Judge Van Swearingen. The jurors then were taken to South Brownsville by an officer of the court to view the premises. Emma S Marshall, the owner of a lot fronting 40 feet in Grant avenue, South Brownsville, is suing the railroad company to recover $1,000 damages for alleged damage to the lot.

Attorneys for the Pennsylvania railroad, defending the suit of Mrs. Rachel Harvey of Grindstone for $50,000 damages for the death of her husband, Ira F. Harvey, today read to the jury a release signed by Mrs. Harvey releasing the H. C. Frick Coke Company from all damages on account of the death of her husband. Claim is made by the railroad that Mr. Harvey's death was due to negligence on the part of the Frick company, who employed him. Harvey was killed at Grindstone August 9, 1915, while he was unloading a car of brick.

GREENSBURG IS EXCITED

Connellsville Has Fine Chance to Win Saturday.

Greensburg is very much aroused over the Greensburg-Connellsville game Saturday. The locals' victory over Latrobe last Saturday by a decisive score has indicated to the Greensburg boys that the Orange and Black will be a worthy opponent.

Connellsville has the best chance in years to defeat the Westmoreland county representatives. This has not been done for some years though the statement often made that C. H. S. has never beaten Greensburg is without foundation. About ten years ago the feat was accomplished to the tune of 2-0. Connellsville scoring a safety.

The Greensburg squad was given a rest yesterday. The team is in good shape and expects to be on edge for Saturday's game

SUIT FOR SEWER COST

Haines-Kurtz Company Seeks to Recover $426.65 From City.

A. M. Haines, F. T. Evans, E. T. Norton and C. M. Hyatt, trading as the Haines-Kurtz Company, yesterday filed suit against the city of Connellsville to recover $426.65 with interest from July 1 1916.

The plaintiffs claim that the old borough of Connellsville entered into an agreement to pay the cost of a sewer constructed on Davidson avenue, from Oak street to Chestnut street, in three years after its completion. The sewer was finished July 21, 1913, and recently Mr. Haines appeared before council and asked payment according to the agreement. Council took no definite action, consequently suit has been entered.

TO TREAT KIDDIES

Salvation Army Will Have Special Services on Thanksgiving.

Captain L. N. Phelps has planned a Thanksgiving treat for the poor children of town and on the evening of the holiday, he will hold special services in the Salvation Army hall on South Pittsburg street. A program will be carried out, and the treat will follow.

Captain Phelps has also placed the regular Christmas contribution boxes in the stores, and hopes to have a big amount of money for the army's celebration of Christmas

Special services will be held by the Salvation Army tonight with Captain and Mrs. Wheatley of Uniontown conducting the meeting. The visiting officers will lead both the outdoor and indoor services.

CHARGED WITH TRUANCY

Mrs. Blackstone Fined for Permitting Son's Absence From School.

In a truancy case before Alderman W. D. Colborn Monday night, Mrs. Orlie Blackstone was fined $2 and costs for permitting her son's absence from school for an indefinite period. The boy is under 14 years of age.

F. W. Black, who is acting as truant officer, made the information. Mrs. Blackstone did not deny the charges. Alderman Colborn instructed her to send the boy to school regularly, and in that case the fine will be remitted.

ASKS $10,000; GETS $350.

McKees Rocks Woman Settles Suit Against Dunbar Borough.

In the action in which Gertrude and Patrick McCloy of McKees Rocks sued the borough of Dunbar for $10,000 damages, an agreement verdict was reached Tuesday for $350.

In 1913, Mrs. McCloy went to Dunbar on a visit to a Mrs. Jacobs on Woodvale street. Falling on what was claimed to be a defective sidewalk, she was painfully injured. She and her husband entered suit against the borough.

Licensed to Wed.

Sidney Sterling and Lulu Brown, both of Kiffertown, were granted a license to wed in Uniontown Saturday.

Postmistress Ill.

Miss Rose McClory postmistress at Leisenring, is seriously ill of pneumonia and pleurisy.

South Alley Paved.

The paving of South alley has been completed. City employes did the work.

F. C. CONAWAY, A M. R. R. CONDUCTOR, LOSES BOTH ARMS

Well Known South Side Railroader Falls Under His Train.

IS IN BROWNSVILLE HOSPITAL

Fails to Regain Consciousness, But Relatives Hope for Recovery Despite Serious Nature of Injuries; Accident Not Witnessed by Trainmen.

F. C. Conaway of South Vine street, this city, was seriously injured just before noon Thursday at Allisans Mills, near Brownsville. Mr. Conaway, who is an employe of the Monongahela Railway Company, a branch of the Pennsylvania lines, was returning from work on a freight train and in some unknown manner slipped from the train and fell beneath the wheels. His disappearance was not noticed for some time but as soon as his absence was discovered the train immediately backed up and found him endeavoring to stagger to his feet.

The injured man was at once removed to the Brownsville Hospital where his injuries were found to consist of severe bruises about the head and body and both arms were cut off above the elbows. His family in Connellsville were immediately notified and his wife has been constantly at his beside ever since.

Reports from the hospital this morning were to the effect that he had rested very quietly during the night and that hopes are entertained for his recovery. However, at a late hour this morning he had not regained consciousness.

The extent of his injuries is not yet known and his condition yesterday was not such as to permit of a thorough examination. It was feared that he had been hurt internally but there has been since no confirmation of the first report.

EXCHANGES PROPERTY

W. C. Bishop Gets Four Lots in Connellsville for One in Washington.

W. C Bishop and W. E. Coughenour and family returned Monday from an automobile trip to Washington, D. C., during which Mr. Bishop closed a deal with A. L. Falk whereby the latter becomes possessor of a lot owned by Mr. Bishop in Washington in exchange for four lots on Franklin street East Park Addition.

Mr. Bishop holds his newly acquired property at $3,200. He paid $1,350 for his Washington lot some years ago

Still further combining business with pleasure on his trip Mr Bishop sold two Grant cars to Silas and Harvey Adams of Buffalo Mills, Bedford county.

IS PAINFULLY BURNED

B. & O. Employe's Clothing Ignites From Lighted Torch.

Joseph Mastopal of Twelfth street, West Side, a supplier for the Baltimore & Ohio railroad, while at work Friday night at 11:30 o'clock suffered bad burns of the right leg and slighter burns of both hands, when his clothing ignited from a lighted torch. The flames were extinguished by two other workmen and Mastopal was removed to the Cottage State Hospital for treatment.

Steve Roha of Dunbar, 19 years old, employed by the American Manganese Company, was caught by a fall of slate yesterday afternoon in the mines. He is suffering from contusions of the back.

ARE FOUND GUILTY.

Former Connellsville Man Tried For Tearing Down Toll Gates.

M. D. L. Brooks, proprietor of the Donegal House at Donegal, a former resident of Connellsville, and Alvin Shumaker of Donegal, were found guilty of malicious mischief and a misdemeanor by a jury in the Westmoreland county criminal court on Saturday. They were charged with having torn down the toll gates along the Mount Pleasant-Donegal turnpike one night last month.

Judge A. D. McConnell, before whom the case was tried, did not pass sentence upon the defendants.

300 HAVE DESERTED.

Many Pennsylvania Guardsmen Take French Leave From Camp Stewart.

Report from El Paso are to the effect that there has been a rapid increase in the number of desertions from the ranks of the Pennsylvania guardsmen now on the border. It is estimated that to date 300 men have deserted from the Seventh division at Camp Stewart.

Seventy-two men have left the Eighteenth infantry of Pittsburg alone. The increase is said to be due to the fact that no active effort has been made to apprehend and court martial the first deserters.

Brazznell Man Dies.

James L. Davis, 58 years old, died Saturday morning of apoplexy at his home at Brazznell. Funeral services were held this morning at 9 o'clock from the family residence with interment at Smithfield. Mr. Davis was employed by the Pittsburg Coal & Coke Company

Granted Marriage Licenses.

Charles Sanners Parker and Verna Catherine Smith, both of Scottdale; Wayne Lester McLaughlin and Ada May McCoy, Francis Marion Moon and Nellie Frances Linderman, all of Uniontown, were granted marriage licenses in Cumberland yesterday.

BULLSKIN FARMERS HAVE A FIELD DAY AT THE MUD SCHOOL

Community Meeting Draws Folks for Many Miles Around.

PRIZES AWARDED YOUNG PEOPLE

William Zellmore Wins Trip to State College as a Result of the Corn Contest; Much Interest in Judging of Colts; A Delightful Program.

Farmers from all parts of Bullskin and adjoining townships, agricultural experts from Greene, Westmoreland and Fayette as well as school children and their parents and friends participated in the big community meeting at Mud school house and Paradise Church on Saturday. The feature of the day's program was the awarding of prizes in the corn and colt contests but the meeting was an interesting one in many other ways. The corn and colt judging took place in the morning and at 12 o'clock an excellent dinner was served by the ladies in the school house. The afternoon was given over to a literary and musical program.

The following prizes were awarded: Boys' corn contest, first, William Zellmore, trip to State College; second, Eugene Rhoades, $10 in gold; third, Sherrick Rhoades, bank book with credit of $5 from First National Bank of Scottdale; fourth, Ray Poorbaugh, fur cap donated by Hurst's of Scottdale; fifth, Earl Detwiler, pair of shoes donated by W. S. Leeper; sixth, Harry Wingrove, pair of arctics given by S. S. Ullery, Wooddale; seventh, Eugene Miller, 12 pairs of socks, donated by J. S. Spangy, Wooddale; eighth, George Baker, two shirts from Kobackers', Connellsville; ninth, dollar watch from C. Meader, Scottdale.

Colt contest, mares, Charles Wadsworth, $5; John Detwiler, second and third prizes of $3 and $2 respectively.

Horse colts, first, Alex Reckner, $5; second, Charles Wadsworth, $3

Farmers' 10-ear corn exhibit, first prize, Austin Rhodes, $3; second, Samuel Detwiler, $2; third, John Detwiler, $1.

The colt judging committee was composed of Mr. Bedell, Greene county farm representative; Mr. West, president of the Greene county farm bureau, and L. S. Engle, farm representative of Westmoreland county. Messrs. Engle, Badell and White, the later of Westmoreland county, were judges in the corn contest.

The following program was rendered during the afternoon:

America.
Devotional Service .....Rev. M. B. McLaughlin
Address ..... J. S. Carroll, Fayette county school superintendent.
Music .....Marie and Ora Detwiler
"Agriculture in Ou- Schools"..... Prof. Henning of German township high school.
Reading .....Mrs. Austin Rhoades
Music .....Marie and Ora Detwiler
"Horse Management".....Mr. Bedell
Music .....Marie and Ora Detwiler
Address .....R. K. Smith
"Possibilities of Bullskin Township" .....P. E. Dougherty
Reading of two best essays.... .....Eugene Miller and Lloyd Rice

The committee in charge of the affairs was composed of W. E. Miller, leader; J. M. Keefer, secretary; John B. Truxal, treasurer; J. C. Detwiler and W. R. Lyons.

William Zellmore, winner of the corn growing contest, raised 80 bushels of shelled corn on one acre of ground.

NEED MORE COPS

Constable Points to Shortage of Men to Handle Many Complaints.

UNIONTOWN, Nov. 20.—That Uniontown's police force is inadequate for the city was attested in juvenile court today before Judge E. H. Reppert when Constable Mont McCormick said that during the present year there have been more than 500 complaints received by the Uniontown police of petty robberies from automobiles and stores in teh city. Eight boys, whose ages ranged from 8 to 16 years, were before Judge Reppert on charges of larceny and breaking and entering.

The prosecution of the eight boys was made by County Detective John J. Smith, who was assisted in his work by Constable McCormick. The boys admitted having stolen revolvers, search lights, inner tubes, blankets, and repair kits from automobiles parked in various side streets of Uniontown. They also admitted having entered the hardware store of Rush & Rhodes in Main street and the Clark hardware store in North Gallatin avenue.

A part of the loot obtained by the boys, six of whom live at Continental No. 1 and two at Oliver No. 2, was recovered, it was testified. Judge Reppert committed to the Pennsylvania Training school at Morganza Joe Spire, Andy Spire, Frank Polcheck and Joe Polcheck. John Phillips, John Landis, Jake Beshock and Stanley Gusick were returned to the custody of their parents upon payment of costs and required to report every two weeks to the probation officer.

HER SON MISSING.

Smithton Woman Fears 19 Year Old Youth Has Met Foul Play.

Mrs. Lydia A. Williams of Smithton R. F. D. No. 1 has appealed to the Westmoreland county authorities for information as to the identity of the man whose skeleton was found by hunters near Laurelville on November 1. She thinks it might have been her 19 year old son who disappeared five months ago.

This theory is doubted for the skeleton found at Laurelville gave evidence of being that of a man of more mature age.

Advertise in The Weekly Courier.

COMMUNITY DAY IS BIG SUCCESS

Lower Tyrone Township Patrons Turn Out in Force for Gathering at the Bryan Church.

Community Day, observed Saturday in the Lower Tyrone township schools, was quite a success. Frank W. Jones of this city, supervising principal of the township schools, was in charge of the program, which was instructive and interesting. The exercises were held Saturday evening in the Bryan Church and were attended by one of the largest and most representative gatherings in the history of the schools.

County Superintendent John S. Carroll who was among the speakers stated that he had never attended a community meeting where the adults turned out in such large numbers. W. S. Bryan, assistant superintendent of the Allegheny county schools and formerly of Lower Tyrone township, was the principal speaker of the evening, choosing as his subject, "The Recent Development in Education by the Way of Organizing Clubs." He referred to corn clubs, crocheting, domestic science, pig raising, onion clubs, manual training, chicken clubs, etc. He stated that one of the Allegheny county assistant superintendent devoted all his time to this work.

John S. Carroll spoke on "Recent Developments in Rural Districts in Electing Supervising Principals," stating that all but 55 schools have rural supervision, there being 14 supervising principals in the district.

Dr. H. J. Bell of Dawson gave a talk on "Methods of the Health Department in Preventing the Spread of Contagious Diseases in Rural Districts." F. A. Tarr, a member of the school board, and Mrs. Jones, the supervising principal, also gave interesting talks. The board was complimented on having increased the school term from 7 to 8 months. The program was interspersed with music by a quartet and vocal solos, by Olive Ruth Baum and Herbert Baum.

BRAKEMAN IS HURT

H. W. Stange Gets Bad Fall on Rails at Cumberland.

H. W. Stange of East Francis avenue, a brakeman on the Connellsville division of the Baltimore & Ohio railroad, is in a serious condition at the Allegany Hospital, Cumberland, as the result of an accident at the Virginia avenue crossing in Cumberland yesterday morning. Mr. Stange, in jumping from the engine of his train to throw a switch when the train was pulling into the eastbound yard, slipped and fell on the tracks with terrific force. He suffered a compound fracture of the left leg above the ankle, a bad laceration of the scalp and four crushed fingers on his right hand.

The injured man was rushed to the Allegany Hospital where his injuries were dressed. The physicians believe he will recover. Mr. Stange is 30 years old and has a wife and several small children.

SHAFFER-MILLER

High House Girl is the Bride of a Confluence Man.

Miss Lena Shaffer, daughter of John Shaffer of High House, and LaFayette Miller, son of Mr. and Mrs. Jackson Miller of Confluence were married Saturday evening at 8 o'clock at the home of the bridegroom's cousin, W. C. Hall in Lawn avenue, by Rev. J. A Yount. Following a short wedding trip Mr. and Mrs. Miller will be at home in Uniontown. A wedding dinner followed the ceremony.

Covers were laid for Mrs. Charles Jones, Miss Ruth Cuppett, Miss Mary Cloud, Mrs. H. Richey, Lloyd Hall, Misses Eleanor and Louise Hall, Mr. and Mrs. W. C. Hall and Miss Anna Miller of Confluence; Miss Eva Shaffer of High House; Miss Julia Kern of Mill Run, Thornton Shanaberger of High House, and Henry Miller of Wilmerding.

STRUCK BY AUTO

West Side Man Steps in Front of Machine, But Escapes Injury.

A. H. Blair, aged watchman for the Pennsylvania railroad, was struck by an automobile and slightly injured while ascending the West Side hill on Monday night. He had seen the light of the car approaching and to avoid being struck got on the curb at the side of the street. Mr. Blair then got off the curb, believing he had time to cross the street ahead of it. In doing so he stepped directly in front of the machine.

The driver picked the injured man up and drove him to the office of Dr. R. S. McKee where it was found he had suffered only a few bruises.

PERMANENT HEADQUARTERS.

Democrats Will Maintain Their Bureau in Washington.

WASHINGTON, Nov. 17.—Vance C. McCormick, chairman of the Democratic national committee, and Homer Cummings, vice chairman, conferred with President Wilson today and arranged to establish here permanent headquarters for the Democratic national committee. They will discuss with local Democratic leaders plans for Mr. Wilson's inauguration.

W. R. Hollister, assistant secretary of the committee, will be in charge of the permanent headquarters here.

OFFICERS ELECTED.

Local Lodge of B. R. T. Chooses Heads at Regular Meeting.

At a meeting of the Youghiogheny lodge of the Brotherhood of Railroad Trainmen Wednesday evening in Odd Fellows hall, these officers were elected:

President, S. T. Ervin; vice president, J. E. Graft; treasurer, L. A. Glover; secretary, R. H. Whipkey; chairman of grievance committee, J. H. Bowman; associate members of grievance committee, W. L. Wagner, T. M. Bowman, A. Blasey and B. L. Showman.

Subscribe for The Weekly Courier.

O'CONNOR GETS A VERDICT IN SUIT OVER A SIDETRACK

Jury Awards West Side Man $869.40 Against Coke Company.

THE VEECH CASE IS STILL ON

More Testimony is Taken in Action Against City Over Change of Grade; Dawson Man Fails to Appear When Case Against Him is Called Up.

UNIONTOWN, Nov. 16—A verdict in favor of Bernard O'Connor, a contractor of Connellsville, for $869.40 against the Snowdon Coke Company was returned by a jury today before Judge E. H. Reppert. O'Connor sued to recover $2,040.20, with interest from May 21, 1914, which he alleged to be due him as a balance for excavating for a siding at the coke company's plant at Lynn station, near Brownsville.

Before Judge Reppert judgment was taken in favor of the plaintiff for $94.50 with interest from May 1, 1914, in the suit of the Donald Richard Company, of Iowa City, Ia., against C. S. Worthington of Dawson. The amount of the suit was for goods said to have been purchased by Worthington. He was called in court, but did not appear and the plaintiff's side of the case was presented and a verdict taken.

A motion was presented to Judge J. Q. Van Swearingen today by Attorney R. E. Umbel asking for a continuance of the trespass suit of Edwn Harvey of Dunbar, against the American Manganese Manufacturing Company, which is listed for trial next Monday. Mr. Umbel said that there has been diphtheria in the Harvey family, a child having died and was buried last week. Attorney John Duggan, Jr., representing Harvey, said that there is no danger now, and insisted on the trial of the case. Mr. Umbel said that if the case is to be tried, the company will have to practically close down its work for the trial. The motion for continuance was overruled.

The trial of the damage suit of Louis Veech, Katherine A. V. Howell and James A. Veech against the city of Connellsville for $10,000, is still occupying Judge Van Swearingen's court. This forenoon the plaintiffs had not concluded their case, and all hope of completing the testimony today vanished. The suit against the city grew out of a change in the grade of Main street, West Side, Connellsville, where the Veech heirs own three lots

ALUMNI PLANS A MUSICAL COMEDY

Seeks Funds For Projects Connected With the New High School Building.

At a meeting in the high school assembly room Friday night the alumni association decided to produce a musical comedy, "Little Miss Dimples" on January 18 and 19. Miss Moorehead, a producer of amateur shows, will be in charge and about 200 persons will take part. Miss Moorehead has produced shows of this kind in Uniontown, Johnstown, Butler, New Castle, Greensburg and other cities in this section of the state

The proceeds of the production will be devoted to projects which the alumni association will undertake in connection with the new high school. It is said that the graduates will present the school with a concert grand piano if enough money can be raised by the time the new building is opened.

The association decided to make no change in the date of the annual Thanksgiving dance. Invitations were put in the mail today announcing the affair for Wednesday night, November 29, in the armory.

STRUCK BY AUTO

Girl Runs Into Machine, It is Said, and is Slightly Hurt.

Carrie Kelley, about 7 years old, daughter of Arch Kelley of near Leisenring No. 3, was run down by an automobile on Friday afternoon and slightly injured. The child with several other children were playing in the road.

The driver of the car, who was from Dunbar, blew his horn, and in driving to the side of the road to escape hitting the children, struck the Kelley child, who ran directly in front of he car, it is said. She received a slight scalp wound. Following the accident she was brought to the Cottage State Hospital, and left after having the wound dressed.

Educational Association Meeting.

W. H. Searight of the high school faculty, Miss Mary C. Keen, of the Dunbar township high school corps, and F. W. Jones of the Connellsville-Tyrone township district, have places on the program of the Fayette County Educational Association meeting to be held at Uniontown on Saturday. Debeld at Uniontown on Saturday, December 2.

Dies of His Injuries.

Luther Horner of near East Millsboro, a former pilot on the Monongahela river, died this morning at 12:30 o'clock in the Brownsville Hospital of injuries suffered when he fell under a Monongahela railway passenger train at the East Millsboro station last evening.

Killed by Live Wire.

Ray Paul Bonsell, 31 years old, was instantly killed Saturday morning in the mine at Ronco when he came in contact with an overhead wire.

BITTEN BY DOG, GIVEN DAMAGES

Two Trotter Boys Win Verdict; Private Detective Loses His Suit for $1,335.

UNIONTOWN, Nov. 18.—A jury in Judge J. Q Van Swearingen's court today returned a verdict for the defendant in the suit of William Garrett Emme, a private detective, against George H. West, son-in-law of J. R. Thornton, and a well known man of near Brownsville. Detective Emme sued Mr. West to recover $1,335, with interest from April 13, 1914, which he alleged to be due him for services as a private detective.

Two verdicts were returned today in Judge E H. Reppert's court Andy Kallata was awarded $62 65 and his brother Joseph Kallata was awarded $25 in their suits against John Chunko and Elizabeth Chunko of Trotter, for alleged personal injuries. The boys, sons of John Kallata of Dunbar township, aged 16 and 14 years, testified that a dog belonging to the Chunkos attacked Arno Fakes at Trotter on May 26, 1914. They attempted to rescue the child, who was only five years old, and were bitten by the dog. Andy sued for $1,000 and Joseph asked $500 for their injuries.

Judge Reppert granted a divorce to Jesse James, of South Mount Vernon avenue extension, from Mary James of Hopwood They were married August 21, 1906, at Cumberland. James alleged that his wife deserted him November 10, 1914. James testified that his wife left him once before in August, 1908, when he objected to her running around at Shady Grove Park late at night with her mother and Estella Davis, a cousin. She was away three or four weeks and returned, James said.

Before Judge J. Q. Van Swearingen was tried the suit of John Swanglish against the Tower Hill-Connellsville Coke Company for $5,000 damages for the death of his son, killed in the Tower Hill mine November 19, 1913

William C Burkhiser of Connellsville, through Attorney George Patterson, filed a suit for divorce in common pleas court against Mrs. Sarah Elizabeth Burkholder of Keyser, W. Va. They were married December 26, 1899 at McCool, Md Cruel and barbarous treatment and infidelity are alleged as grounds for divorce.

Mrs. Mary Gaal of Connellsville, wife of John Gaal, Jr. a railroad man, asked the court in a petition presented to Judge Van Swearingen for $200 counsel fees and $5 per week alimony A rule was granted upon Gaal requiring him to show cause why he should not pay his wife the amount asked. Gaal began action for divorce a short time ago

LOCAL PRINTERS GO TO UNIONTOWN

They Are the Guests of the Typos of the County Seat Saturday Night.

Members of the Connellsville typographical union were the guests of the Uniontown union Saturday night at a social session and banquet held in the trades and labor hall. Connellsville sent a delegation of some 25, which included all of the members of the local union with the exception of two, members of the pressmen's union, and representatives of the news and business departments of the Connellsville papers.

President Carey Bryner of the Uniontown union presided over the meeting, with President Charles B. McCormick of the Connellsville organization assisting. For more than an hour the session was taken up with brief talks by visitors and old timers who were present

In addition to the members of the unions who attended, The Courier was represented by James J. Driscoll, John L. Gans and George S. Connell, and The News by Walter S Stimmel Albert Marshall, one of the proprietors of the Uniontown Genius of Liberty many years ago, and T. S Gorley, for a long time business manager of the Uniontown News Standard, were honor guests, as was Earl Huston, clerk to the county controller. Colley S. Baker was the representative of the news department of The Morning Herald.

After the speaking, which consisted of expressions of good will, reminiscences and other topics of interest to the printing fraternity, the guests partook of an elaborate banquet.

KILLED BY TRAIN.

Negro is Run Down on Western Maryland Near Bidwell.

B. Smith, colored, about 45 years old, was instantly killed yesterday morning between Bidwell and Ohiopyle by a Western Maryland train. The body was discovered later by members of a train crew and was brought to Connellsville, removed to Funeral Director J. E. Sims' parlors and prepared for burial.

An envelope addressed to Mrs. Katie Smith of Harrisonburg, Va., wife of the dead man, was found in his pocket. Smith was employed by the Standard Stone & Cement Company at Bidwell.

ONE MAN KILLED.

Fall of Slate Fatal at Herminie Mine Today.

GREENSBURG, Nov. 18.—A foreign miner was killed in the ocean mine of the Berwind-White Coal Company at Herminie near here this morning by a fall of slate.

Reports sent here said that eight men had been killed but investigation showed that only one man was working in the room where the accident occurred.

Estates Appraised.

Appraisements which have been filed in estates of persons who died recently in this section of the county include: Lydia J. Stetson, Connellsville, $238 in household goods; Frank P. Stickel, Lower Tyrone township, $606.93 in personal effects; Ida M. Carrington, Connellsville, $633.78 in judgments.

REGISTER AND CLERK'S NOTICE

The following Executors, Administrators, Guardians and Trustees have settled their respective accounts in the office of the Register and Clerk of Orphans' Court and the same will be presented for confirmation to the Orphans' Court of Fayette County at the Court House, Uniontown, Pa., **Monday, December 4, 1916.**

No.	Estate of	Accountants.	Filed.
1	Minnie Faith	Harry B Faith, Admr.	Sept. 4, 1916
2	George W Lyons	Oliver C. Lyons, Exer	Oct. 25, 1916
3	Elizabeth Boord minor	Citizens Title & Trust Co., Gdn.	Sept. 14, 1916
4	Frederick W Pound	W T Hamilton, Admr	Sept. 14, 1916
6	James H. Gray	Samuel E. Taylor Admr	Sept. 28, 1916
6	John McKarnes	John and Della McKarnes Exers	Oct. 13, 1916
7	Hazel Herd minor	Citizens Title & Trust Co., Gdn.	Oct. 13, 1916
8	Mary Hoover	Stewart Henderson Jr. Admr	Oct. 24, 1916
9	James Reilly	William Reilly, Admr. c t a	Aug. 22, 1916
10	John W Gallatin	Lois T Snyder, Exerx	Oct. 18, 1916
11	Ella McGill	Martin B Pope, Admr	Oct. 14, 1916
12	Samuel Freed	B F and Harry J Freed, Exers	Oct. 16, 1916
13	Dr. H. Y. Brady	Ellen B Brady, Admrx.	Oct. 21, 1916
14	Sarah W. Stephens	Louis Stephens, Exer	Aug. 17, 1916
15	George Threadgold	Walter Stockton Admr	Oct. 24, 1916
16	Arthur Robbins	Margaret J Robbins, Admrx.	Nov. 1, 1916
17	Mary V Davis	Jesse Ball Exer	Oct. 27, 1916
18	William Moran	Mary Lett, Admrx	Oct. 27, 1916
19	John Kristoff	S. Ray Shelby, Admr	Oct. 28, 1916
20	Samuel Mechnick, alias Marse	S Ray Shelby, Admr.	Oct. 28, 1916
21	Charles E Crawford	James W Crawford, Admr	Oct. 30, 1916
22	Nancy E. Crawford	James W Crawford, Admr.	Oct. 30, 1916
23	Jacob W. Ritenour	Charles J Ritenour, Admr.	Oct. 30, 1916
24	George W. Lenhart	Safe Deposit & Trust Co., of Pgh Exer.	Oct. 31, 1916
25	William Moss	Wm H Martin, Admr d b n c t a	Nov. 2, 1916
26	Davis Hibbs Keener, minor	Thomas M Hartley, Gdn	Nov. 3, 1916
27	Hannah Sheiry	Dore and Geo. D Sheiry Exers	Nov. 2, 1916
28	Robert Lang	Thos A Lang & Mary Clydesdale Exers	Nov. 3, 1916
29	Sarah Darby	J W Dawson, surviving Exer	Nov. 3, 1916
30	Eliza J. Griggs	Edward C Griggs, Exer	Nov. 3, 1916
31	Susannah Jeffries	William Funk, Admr.	Nov. 3, 1916
32	Robert Herbert Gallagher	Fayette Title & Trust Co., Trustee	Nov. 3, 1916

HENRY R. TITTERINGTON.
Register and Clerk of Orphans' Court, Uniontown, Pa., November 3, 1916.

AUDIT NOTICE.

Notice is hereby given that the above accounts will be taken up for audit and distribution before James C. Work, President Judge of the Orphans' Court of Fayette County at the Court House at 10 o'clock on each of the following days, viz Accounts Nos. 1 to 8 inclusive, on Monday, December 18 1916; Nos. 9 to 16 inclusive, on Tuesday, December 19, 1916; Nos. 17 to 24 inclusive, on Wednesday, December 20, 1916; Nos. 25 to 32 inclusive, on Thursday, December 21, 1916, which cases will be called for hearing on the day and time set forth in the above notice at which time and place creditors, heirs and allother persons interested shall attend if they see fit and present their claims against the said estate or forever be barred from coming upon said fund.

HENRY R. TITTERINGTON,
Clerk of Orphans' Court.

THREE BOYS ADMIT THEFT OF $75 FROM FEED STORE'S SAFE

Arrested by Chief Rottler, They are Alleged to Have Confessed.

THE MONEY LATER RETURNED

Upon Making Restitution, the Lads Are Permitted to Go, But Case is Held Open Against Them to Insure Good Behavior; Robbery Planned.

Three boys arrested by Chief B. Rottler and accused of robbing the Dull & Company feed store on Friday night confessed Monday to having stolen $75 from the office of the firm.

Aaron Miner 10 years old, white; C. Gregory, 13 years old, colored, and T Brown, 18 years old, colored, were the offenders. Gregory was the first to confess the robbery to the police Brown held out to the last, trying to prove an alibi and stubbornly denying that he had had any part in the affair.

John B Davis, of the firm which suffered the robbery, did not wish to carry the affair to court, and when all the money was recovered he willingly dropped the case The youths were released but the case was held open against them, and another offense will mean a stay in the reformatory for the ones who err Alderman Fred Munk, before whom the case was tried, gave the boys a lecture before releasing them.

The story told by young Gregory allows that the robbery was very cunningly planned According to him, Brown suggested that Miner should call Mr Davis back into the store room and buy from him some "red top," a seed which is kept at the rear of the building While Mr. Davis was out of the office, Gregory entered the room, took the money from a drawer, and escaped, with Brown keeping watch outside. The theft occurred at about 6 30 o'clock, and Mr. Davis was the only one in the building at the time.

Gregory turned the money over to Brown, he alleges, and Brown divided it up between the three of them. Gregory bought new clothes and a $10 watch with his share The other boys spent money in different ways. All of it was accounted for this morning except $2.60.

Chief of Police B Rottler and Patrolman J. Barnes arrested Brown in a moving picture show on Saturday evening. Gregory was caught at his home in Swaugertown Sunday morning Miner gave himself up yesterday.

BOY IS SHOT

James Duffy, of Trotter, Gets a Bullet in His Lung.

James Duffy, 10 years old, son of Mr. and Mrs. Peter Duffy of Trotter, while hunting with several other boys was accidentally shot in the left lung by a rifle accidentally discharged by Mike Leposky, 17 years old, an employe of the H. C. Frick Coke Company

The boys were standing by a wire fence and Leposky is said to have left the rifle lying on the wire fence apparently cocked. The Duffy boy had a club in his hand, it is said, and was striking the fence with it It is not known whether this caused the gun to explode. The injured boy ran to his home; a doctor was immediately summoned and young Duffy was removed to the Cottage State Hospital. An X-ray picture was taken this morning to locate the bullet. The patient was resting easily today at noon and there is an improvement in his condition since he was admitted to the hospital.

Marry in Greensburg.

Miss Pauline W. Burkholder, daughter of Mrs. H. F. Burkholder of the West Side, and Everett O. Brown of Leisenring, were married yesterday in Greensburg, returning to Connellsville last night. The bridegroom is manager of the shoe department at Kobackers' store. The bride was cashier at McCrory's five and ten cent store.

CONFLUENCE MAN IS 80 YEARS OLD

A. R. Humbert, One of Somerset's Oldest Citizens, Is Honored by His Friends.

Adam R. Humbert, the first resident of Confluence, celebrated his 80th birthday at his home on Oden street Sunday in the presence of his sons and daughters and many other relatives and friends. Mr Humbert, who recently recovered from an attack of illness, was able to join heartily in everything that went on.

Mr. Humbert was born in Milford township, Somerset county, on November 19, 1836 He learned the carpenters trade at an early age and followed it for many years. He built the first house ever erected in Confluence. When the Civil War broke out he enlisted and served during the conflict. Prior to enlisting he had become an undertaker and when the war closed he again took up this business. At the present time he is the oldest funeral director in Somerset county.

Mr Humbert married Miss Maria J. Bowlin of Henry Clay township, who died July 12, 1903 The following children and grandchildren attended the celebration: Mr. and Mrs. J. H. Sanner and five children of Cumberland; Mr and Mrs. H. C. Humbert and three children of Connellsville, Charles B. Humbert and his sister, Mrs. H P. Hanson, both of Confluence. Mr. Humbert was presented with two birthday cakes, one by his grandson, Ray H. Sanner of Cumberland with 80 candles on it, and the other baked by his granddaughter, Miss Ruth N. Humbert of Connellsville. Each made an appropriate presentation speech. The centerpiece of the birthday dinner table was a bouquet of chrysanthemums presented by his son, Charles B Humbert.

THREE GRANTED DIVORCES

Judge Van Swearingen Hands Down Decrees at Court Session.

UNIONTOWN, Nov 20—Mrs Clara Rosenberger, daughter of James Conway of Cycle avenue, Uniontown, went to the hospital on July 7, 1911, where her legs were removed on account of her having elephantiasis, according to testimony submitted to the court. When she returned home four weeks later, she found another woman in possession of her house, and says her husband told her that she had nothing to say about it

Judge J. Q. Van Swearingen today granted her a divorce from James Rosenberger, who is now supposed to be living in Grand Rapids, O.

Mrs. Ella May Walcheck was granted a divorce by Judge Van Swearingen from George Walcheck They were married in Uniontown November 9, 1911 Mrs. Walcheck, who resides at West Leisenring, testified that her husband beat their five-months-old baby and sent her and the baby away from home on November 5, 1914.

Mrs Alma Foltz of Dunbar, was granted a divorce by Judge Van Swearingen from Paul E. Foltz, a son of D. C Foltz! They were married August 14, 1912, at Cumberland. Desertion May 3, 1914, was alleged.

Advertise in The Weekly Courier.

OFFERS COP $55 TO LOCK HIM UP

Trotter Miner Says Four-Day Spree Has Made Him Ashamed of Himself; Takes Pledge.

A Trotter miner, who had just been paid off, Thursday afternoon offered a police officer $55 if he would lock him up. When the astounded cop wanted to know the reason for this unusual request, the man said it was the only way to keep from getting drunk

"I have been drunk four days now," he told the officer, "and I am very much ashamed of myself. Out of my salary I have left $55, which is yours if you will lock me up."

City Detective J. W. Mitchell suggested that he take the pledge to abstain. Patrolman D. H. Turner escorted him to Alderman Fred Munk's office, where the miner swore that he would "touch not, taste not," for at least a year. He left the office with the signed pledge in his pocket, a happy man.

"That's the first time," Detective Mitchell said, "that I ever heard of a man wanting to pay to be locked up."

Hurt in Fall From Wagon.

While jumping from a wagon as it was about to upset Saturday afternoon Bannie Dipalma of Dunbar, 15 years old, suffered a fracture of the right leg. He was brought to Connellsville and admitted to the Cottage State Hospital for treatment.

Subscribe for The Weekly Courier. $1.00 a year a year in advance.

Attorney-at-Law.

GEORGE M. HOSACK, ATTORNEY-at-law Office, Suite 1109 Park Building, Pittsburg, Pa. Telephone 1942.

The Real Business Situation

is told simply and briefly in the Monthly Trade Review issued by this bank.

The items cover all lines of commercial activity.

Business men tell us that they find this report very helpful.

It's FREE.

Call or send your address.

FIRST NATIONAL BANK
"The Bank That Does Things For You."
129 W. Main St., Connellsville.
Safe Deposit Boxes for Rent.

THE UNION NATIONAL BANK OF CONNELLSVILLE, PA. (WESTSIDE)

Young Men Starting in Business

Should carefully consider the importance of a strong banking connection, as it means so much to their financial standing. Make the Union National Bank your depositary—it adds prestige. Checking accounts, large or small, are solicited.

UNION NATIONAL BANK,
WEST SIDE CONNELLSVILLE, PA.

YOUGH TRUST COMPANY,
CONNELLSVILLE, PA.

Capital	$ 200,000.00
Surplus and Profits	16,000.00
Resources	1,100,000.00

FOUR PER CENT. PAID ON SAVINGS ACCOUNTS.

ELECTRIC STEEL MILL BACKERS MAKE UP DEFICIT CAUSED BY A WITHDRAWAL OF SOME PLEDGES

Only $1,600 Now Remains to be Subscribed to Assure the Project.

$12,500 SHORTAGE IS TAKEN UP

Local Investors Refuse to Permit the Failure of a Few to Make Good Their Promises Interfere With the Development of Promising Industry.

Confronted with a shortage of $12 500 in the stock subscriptions for the United States Electric Steel Company, some of the original subscribers aided by W E Moore and Robert Lock promoters of the industry have succeeded in reducing this sum to $1,600 This it was expected would be covered before the day was out. Rather than lose the industry for Connellsville some of the original investors again added to their subscriptions while Messrs Moore and Lock raised $8 000 to apply on Connellsville s total

At meetings held Wednesday and Thursday it was brought out that a number of men who had originally subscribed for stock in the plant for reasons they considered sufficient refused to pay their subscriptions Although the company could have legally forced payment at the suggestion of Messrs Moore and Lock the delinquents were permitted to withdraw Mr Moore stated that he did not want any stockholders who were not absolutely convinced that their money was well invested and he would not sanction compelling payment of subscriptions

The electric steel mill will come to Connellsville that much is certain While other towns are still seeking the industry and would jump at an opportunity to get it Messrs Lock and Moore favor Connellsville because of its superior advantages The circumstances were such however that if Connellsville did not cover the $60 000 assigned to be raised here when the plant was first proposed the plant would be located elsewhere While no ultimatum was put up to the stockholders they recognized the emergency and came forward with the necessary subscriptions necessary to make up much of the deficit Mr Lock raised $5 000 at Apollo and Mr Moore secured additional subscriptions of $3 000 which were applied to Connellsville s credit.

Announcement has been made that the electric steel furnace will be delivered about December 1 A scarcity of structural steel led Mr Lock to look about through the west and finally secure an abandoned mill which will be suitable for the Connellsville plant. The contract to tear this down has been awarded to a Chicago wrecking company and the material will be shipped to Connellsville Some of the electrical equipment is ready to be shipped

When word is received that the furnace is completed work can start on the construction of the plant Mr Lock is holding off on this until he is assured that work can be started and the plant rushed through without having to wait for any of the equipment.

The Connellsville furnace was contracted for at $26 000 and the present quotation on them is $35 000 showing that $9 000 has been saved on this item alone Mr Lock contracted to pay the inventors of the furnace 17 cents a ton royalty This royalty has since been raised to 50 cents a ton

It was pointed out at the meeting yesterday that Messrs Moore and Lock could clean up a neat sum of money by disposing of their contracts for plant equipment at this time if they did not have confidence in the ultimate and greater profits from the operation of the plant

SMALL TOWN GIVES UP

Westmoreland Borough Willing to Become Part of Township Again.

Some of the smaller boroughs of Westmoreland county unable to stand the pace of expensive road building and other improvements are planning to surrender their charters and become parts of the townships from which they originally sprung Cokeville has already signified its willingness to become a part of Derry township again

Cokeville was incorporated in November 1888 and since that time few street improvements have been made consequently its residents would have fared better if it had remained a part of the township Westmoreland has almost a score of villages whose population ranges from 150 to 600 which have been incorporated into boroughs and are likely to follow Cokeville s example A number of them are along state highways and without funds with which to construct expensive roads

NAMED DISTRIBUTOR

C. Roy Hetzel in Charge of State's Diphtheria Antitoxin

C Roy Hetzel has been appointed by the State Health Department as distributor of diphtheria antitoxin in this district He will receive first shipment of the serum in a few days

The antitoxin is distributed free to patients who cannot afford to pay for it Physicians must sign receipts for all doses received and must certify that the patient s circumstances are such that he is entitled to it free of charge

A great deal of the antitoxin has been sent out through the Connellsville district in recent years and it has saved many lives, physicians declare

Advertise in The Weekly Courier

SERVANTS TO BE REWARDED

Worth of Faithful Domestics Recognized by Woman's Clubs

WASHINGTON Nov 16—Recognition for faithful servants and rewards for those with records of longest continuous service are occupying the attention of Washingtonians and the campaign which is being conducted by the District of Columbia Federation of Women s Clubs probably will result in a nation wide contest A prize of $10 in gold has been offered as an award to the domestic longest in the employ of a single family Another prize of $10 gold will be given to the domestic longest in the employ of a family for two or more generations Several smaller prizes also will be awarded Entries in the contest are swamping the Federation s headquarters one showing continuous service for as long as 17 years several between 30 and 40 years and many with 20 years service record Among the entries are four servants of Mrs John W Foster wife of the former Secretary of state whose combined service record shows 84 years All the entries are accompanied by glowing accounts of the good points of the servants

So enthusiastically has the plan been received that a number of cities are planning to make a similar effort to promote efficiency by pointing out good examples of industry and devotion in the homes of the country Club women in several cities have written to members of the Washington Federation asking for information about the campaign here

There are two divisions in the contest—one for those long in service to whom the gold prizes will be awarded and the other for those who have been more than five years in one place and to whom certificates will be issued signed by the Federation officers

SUIT ECHO OF REVIVAL

Parents of Boy Killed During Bob Jones Meeting Ask Damages.

UNIONTOWN Nov 17—The Bob Jones revival in Connellsville early last spring resulted today in the filing of a suit in common pleas court Valentino Baromeo father of John Baromeo who was killed last March in the Baltimore & Ohio yards where members of the Bob Jones party were conducting a religious meeting filed a suit against the Baltimore & Ohio Railroad Company for $10 000 for the death of his son

It is alleged by Baromeo that the Baltimore & Ohio railroad in its yards in Connellsville maintains a vault filled with steam and hot water and covered with a cone-shaped roof Baromeo mounted the roof it is claimed for the purpose of participating in the religious services The roof gave way and he was hurled into the steam ing water death resulting

Claim is made by the plaintiff that the Baltimore & Ohio railroad was negligent in failing to keep the roof in proper repair and negligent in permitting Baromeo to be on the roof Prior to last January 1 it is alleged the railroad company served notice that it would not be bound by the provisions of the Workmen s Compensation law

THANKSGIVING PLANS

W. C. T. U. Will Make Usual Donations to Poor This Year

At the regular monthly meeting of the Woman s Christian Temperance Union held last Wednesday at the Carnegie Free Library plans for the annual Thanksgiving relief work were discussed and it was decided to carry on the work along the same lines as heretofore

S P Ashe superintendent of schools has volunteered to assist in collecting and distributing edibles wearing apparel and money donated by the school children the day before Thanksgiving The money will be used to assist in carrying on the relief work throughout the winter

Persons who wish to contribute towels for the Cottage State Hospital are asked to leave their donation with Mrs E Dunn earlier than the day before Thanksgiving

CONCRETE ROAD OPEN

Improved Highway Available Between Here and County Seat.

The new road to Uniontown by way of Leisenring No 1 Work farm and Leisenring No 2 has been opened This gives improved road almost the entire distance between here and the county seat Work on the brick road between Leisenring No 2 and the top of Works hill is not completed there being about 100 yards yet to be paved Vehicles can get past however and will be able to for some time

Curbing is in on the uncompleted stretch of road at this point but the base has not been laid Bricks are on hand for the rest of the job

Drivers who take the new route to Uniontown have to make one detour the macadam road being closed for repairs near Phillips works

To Sell Christmas Seals.

SOMERSET Nov 17—The Civic Club has appointed the following committee to sell Red Cross Christmas seals in Somerset Miss Ida Beerits Mrs John W Mullin Miss Sallie Zimmerman Miss Elizabeth Bieseker and Miss Emaline B Scull

Water Rates Changed.

SOMERSET Nov 17—The Somerset town council has passed an ordinance remitting patrons of the water works to use 4 600 gallons per quarter instead of 3 750 on the minimum rate of $1 50

WEST PENN PLANS A CENTRAL REPAIR SHOP AND GARAGE

Important Addition to be Made to Car Barns in the West Side.

COMPANY NOW HAS 50 TRUCKS

Repairs to All Machines to be Made in Connellsville, New Tractor Truck Put on Road today Spells Knell of Horses in Company Service

Connellsville is to be made a central repair station for the West Penn s automobile truck flotilla plans having been drawn for the construction of a large garage and repair shop adjoining the car barn on the West Side Work may be started this fall an official said today although this has not been definitely decided

The West Penn has a fleet of about 50 auto trucks scattered over the system It has a half dozen or more night powered cars used for heavy hauls and close to 40 Ford trucks all in daily use The repair work to this string of cars is considerable The recent addition of 12 more trucks has made a special repair shop an absolute necessity consequently a garage has been decided upon This will have quarters for all of the cars used in Connellsville and repair facilities for all of the motor equipment all over the system

For the present the West Penn has rented garage room for its Connellsville cars at the Marvis livery stable

A novelty in the way of a motor truck was put on the road by the West Penn today This is a Jeffery quad chassis upon which a special body was built by workmen at the West Penn shops It has a trailer upon which poles will be hauled Power is applied to both trucks of this car and the steering apparatus is such that the rear wheels follow in the same course as the front ones It has proven especially useful for line construction and pole transportation purposes

Motor trucks are seriously working the horse out of a job with the West Penn Light trucks for delivery purposes and heavier cars for hauling big loads have proven economical and serviceable Until recently the expense of hiring teams was a big item in the company s cost of operation Now the automobiles do the same work quicker and at less cost Time will come an official said when the horse will be eliminated entirely so far as the West Penn s needs are concerned

RECORDS BROKEN

Federal Chrysanthemum Show Is Best That Was Ever Held.

WASHINGTON Nov 18—All records were broken at the sixth annual chrysanthemum show of the Department of Agriculture which recently closed with a week s exhibition and as a result the annual event hereafter will be conducted on a much larger scale During the exhibition this year nearly 50 000 people visited the government s green house on the Mall and enjoyed the beauties of the rare collection of prize blooms

At the close of the show the government officials distributed many of the blooms to persons ill at their homes and in the various hospitals of the city On Sunday the last day of the show more than 7 230 inspected the flowers and at times during the day there was a waiting line where some persons remained an hour before gaining admission

"EGGS IS EGGS," HE SAYS

Smithfield Scribe Finds Only Seven in the Entire Village

Squire Henry O Neil of Smithfield The Courier s correspondent in that town has discovered just how scarce eggs are He went on a still hunt for some on Thursday and this is how he describes his adventures

She (meaning Mrs O Neil) was going to bake pumpkin pies on Friday and she could not do so without eggs We went to all the stores making our wants known The proprietors gave us a broad grin They hadn t had an egg since the election Then we made a house to house canvass of the town Result Seven eggs three from A A Moser one from E O Bowman and three from William P Dils The price—well we didn t say anything about price we just emptied our pockets of all the loose change we had and let it go at that

BACK FROM BORDER

Company D Member, Left in Base Hospital, Returns to His Home.

The last of Company D to return from the border has arrived Earl Knopsnider who was left in the base hospital suffering it was thought with rheumatism is back again having arrived from El Paso Thursday He was directed to return to Connellsville and be mustered out

Knopsnider was the only local boy whose return was prevented by illness although two others were transferred to the division bakery and will have to remain until the other Pennsylvania troops are sent home

Physicians discovered that Knopsnider was suffering from broken arches in his feet instead of rheumatism and he improved rapidly under treatment for this affliction

Fleming is Promoted.

James A Fleming has been promoted from freight agent for the Baltimore & Ohio railroad at Parkersburg to a similar position on the Wheeling division taking effect November 15 Mr Fleming was transferred from freight agent at Connellsville to Parkersburg a year ago last September

BRAKEMAN KILLED; CRUSHED BY CARS

Frank J. Hart, Resident of Town, Meets Death Between His Train at Morgantown

Frank J Hart 28 years old a Baltimore & Ohio brakeman residing in this city was instantly killed Wednesday afternoon about 1 15 o clock in the yards at South Morgantown Mr Hart had been in the service of the company for about seven years and was employed as a brakeman on the Smithfield drag While attempting to couple cars on the west end of the river track he either slipped and fell between the couplings or was struck in the head when a load of rails on a gondola shifted as the cars bumped together His skull was badly crushed

There were no witnesses to the accident His body was discovered by members of the train crew less than two minutes after the accident occurred.

Mr Hart s family here was notified of the accident and his only brother Daniel Hart went to Morgantown last night and accompanied the body here this morning Funeral Director J L Stader took charge of the body and removed it to the Hart residence in East Murphy avenue Mr Hart was born on a farm at Leisenring a son of Mr and Mrs Martin Hart Virtually all his life was spent in Connellsville He was unmarried and resided with his parents He was a member of the Brotherhood of Railroad Trainmen and of the Immaculate Conception Church In addition to his parents he is survived by the following sisters Misses Katherine Margaret Mary and Emma Hart at home and Mrs William Bergen of Gates and one brother Daniel Hart at home A brother who was an assistant yard boss was killed about 17 years ago

The funeral will take place Saturday morning at 8 30 o clock from the family residence Requiem high mass will be celebrated at 9 o clock at the Immaculate Conception Church Interment in St Aloysius cemetery at Dunbar

CAPTAIN RUSSELL MAKES BIG FIND

Discovers Hiding Place of $5,000 Worth of Goods Stolen From Southern Railroads.

Captain F S Russell former captain of the Baltimore & Ohio special police here but now head of the railroad s detectives at Louisville Ky as worked prominently in a raid that disclosed the hiding place of about $5 000 worth of merchandise stolen it is thought by an organized band of train robbers The discovery of the stolen goods was the result of months of work by Captain Russell to whom the investigation was entrusted Detectives of a half a dozen other railroads which had been victimized systematically were under his charge

The discover of the goods was a personal achievement of the former ... [illegible] ... goods stolen from freight cars

Immediately after the goods were found detectives and police of several southern cities were warned to be on the lookout for a gang of men who for months have been stealing cases of merchandise from railroad depots and freight cars It is estimated that the gang has stolen goods valued at $100 000 in the last four months Residences in fashionable sections of Louisville and other cities it is said were used as clearing houses for the stolen merchandise

The goods stolen include high priced footwear shirts underwear men s and women s suits and other garments

Captain Russell s success in this particular case as well as his advancement to chief of the Baltimore & Ohio s detective force are a source of gratification to his friends here

RUTABAGAS IN DEMAND

Ordinarily Used for Cow Feed They Are Now Replacing Potatoes

SOMERSET Nov 17—Somerset township farmers are selling rutabagas otherwise known as Swedish turnips at 40 cents a bushel The purchasers are agents of Pittsburg commission houses who buy the turnips in carload lots

The vegetables are shipped to Pittsburg where they are marketed as a substitute for potatoes which are soaring near the $2 mark

Rutabagas are an ordinary cattle feed The normal price is about 10 cents per bushel

UNKNOWN MAN HURT

He is Found Along Tracks of S & C Branch Near Rockwood

An unknown man supposed to have been beaten and robbed is in the Cottage State Hospital in a serious condition The man was found lying along the tracks of the Somerset & Cambria branch near Rockwood and after receiving medical treatment was brought to the Connellsville hospital where he underwent an operation for a fractured skull

The stranger is about 40 years old When admitted to the hospital he was in a semi conscious condition

HUNTERS SEE BEAR.

Big One Roaming Woods Along Laurel Ridge Mountains

Local hunters who have been hunting on Laurel Ridge mountain claim there is a 200 pound bear roaming the woods in that section Residents in the vicinity of Donegal Westmoreland county also say they have seen the animal

It is lawful to kill one bear a season until December 15 consequently hunters have announced their intention of going after this particular one

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WILL FINISH MUCH NEW ROADWORK IN SPITE OF HANDICAP

Shortage of Material and Labor Has Bothered the Contractors.

FIVE JOBS TO BE COMPLETED

Owensdale Road Will be Finished This Winter, but on Penns Hile the Best Contractors Hope for is to Complete Base Other Work Planned.

Despite the car shortage and a positive labor famine about seven miles of improved roads will be added to Fayette county s total before the end of 1916 according to a prediction made by County Commissioner Charles H Nutt who with Commissioner Logan Rush and Road Engineer John P Cochran was here yesterday afternoon on a road inspection trip. Next year it is planned to build 20 miles of county road Mr Nutt said and to go after the state for an improvement of the Sproul state highway in this section

Mr Nutt listed the roads as among those which will be finished this year Three miles between the top of the Narrows Hill and Owensdale one mile of which is being done by Upper Tyrone township two miles in South Union township leading to New Geneva one and a half miles in Washington township between Fayette City and Elizabeth ... feet in Brownsville township Added to this list should be the 1 ... yards or more of brick road now being constructed by North Union township between the end of the present brick road and the top of Works hill connecting with the concrete road leading to Leisenring No 1 This should be finished this year

The Leisenring road and the one in German and Fairchance townships are not expected to be finished before bad weather stops the work It is planned to get the base in on the Penns hill road so that it may be open for travel Work on these roads was held up by various conditions so that it became impossible to complete them before winter set in

An important improvement to be undertaken next year is the paving of the road through Leisenring No 2 now a coke and brick road and the only break in the stretch of improved road between Connellsville and Uniontown The contract has been awarded to Morgan & Leech but work will not be started before spring

Mr Nutt expressed himself as well pleased with the progress made by B Bickel & Company on the Broad Ford road Half of the brick are on the ground and he has high ... all in ... Broad Ford and the Narrows Hill will take a few days

The county commissioners will appear before the grand jury at the December term of court and ask for the approval of three new roads which they propose to build next year according to the program announced by County Commissioner Nutt today Petitions were presented to the court for these roads today by County Solicitor Dan V Phillips

The commissioners propose to build 10,881 feet of road in Henry Clay township This improvement is to be made in the district extending from the National Pike at Flat Rock south along the properties of Freeman Little J R Trondell Marshall Thomas and W H Clister to a point opposite the stable of J H Yellon This road is to be constructed with a telford foundation and a macadam wearing surface

In Lower Tyrone township the commissioners expect to build 6 30 feet of road beginning at the end of the present improved road at Cochrans school house and extending to the Irey on road at the residence of L C Newcomer This road is to have a concrete foundation and a bituminous concrete wearing surface

It is expected to improve the road in Jefferson and Redstone townships beginning at Bridge No 2 over Redstone creek at Braznell and extending northeast to the end of the improved road at Laureldale school house a distance of 1 71 feet It is also expected to improve the road from bridge No 3 at Braznell extending southwest to the Grindstone road a distance of ... feet These roads are to be constructed with concrete foundation and a brick wearing surface

The grand jury which is to pass upon these roads will convene on December 4

CHANGES IN SCHEDULE.

Baltimore & Ohio Train Time Will Not be Radically Different.

Schedule changes on the Baltimore & Ohio railroad will go into effect Sunday November 26 it has been announced

What the changes will be is not yet known but it is believed that they will be comparatively unimportant Trainmasters and other officials are to have final conferences on the subject next week

WILL RECEIVE BIDS

Postal Department Invites Estimates for Mail Carrying Job

The contract to carry mail between Connellsville and Leisenring for four years beginning July 1 1917 and continuing until June 30 1921 will be awarded when bids are opened on January 16 next

The distance is approximately 3 88 miles and two trips are made each day except Sunday The present price is $690 80

Get Marriage License

Dominick Chippeaux of West Leisenring and Una Gertrude Prinkey of Leisenring were granted a marriage license in Greensburg yesterday

VEECH HEIRS GIVEN $1,800

They Win Suit Against City for Damages Caused to Their Lots by Change in Grade.

The Veech heirs were awarded $1 800 by a jury yesterday in their suit against the city of Connellsville for damages alleged to have been caused to three lots on West Main street due to a change in grade when the street was paved Viewers had awarded the Veeches $975 damages the exact amount of their paving assessment the improvement in their opinion having compensated for the damage caused by a deep cut in front of the lots

The award was not satisfactory and the Veech heirs took an appeal asking $10 000 damages The suit was originally filed against the borough of Connellsville but was finally defended by the city the case not coming up for trial until after the change in local municipal government

It is possible that the city may take an appeal from the jury s verdict which is about twice the amount originally awarded by the viewers

FINAL CHAPTER

Is Written in the Smith Case When the Court Declares Has No Escheat

The final chapter in the Smith estate litigation has been written by Judge J Q Van Swearingen after 10 years of argument in the courts He signed last Wednesday the decree sustaining the findings of the jury which tried the case at the last term and ordered that judgment be entered in accordance with it

The court sustains the jury s findings that there has been no escheat of the Smith House property here and that Mary J Keppie Agnes L Ferguson and Laura C Heddinger are next of kin and heirs at law to the estate under the intestate laws of Pennsylvania A decree of distribution will be made at once and the estate will go through the orphans court

Berthena Rosanna Smith wife of Robert I Smith died in Connellsville September 20 1905 Since her death there has been a continual fight for possession of her large estate which included the Smith House property, the leading hotel in Connellsville Heirs of the late Robert F Smith came from St Louis and presented their claim which the Supreme Court refused to allow Louis Meister and his family of Connellsville claimed kinship with the woman and this was disproven

Logan Rush of Connellsville now a member of the board of Fayette county commissioners informed the auditor general of the estate to which there had been no heirs An order of court was made escheating the estate to the commonwealth and Harmon M Kephart state treasurer elect was named as the escheator for the commonwealth

In 1912 Mrs Keppie and Mrs Ferguson began an action in the orphans court to have the escheat order set aside An issue was framed for the purpose of determining the ownership of the estate and it was certified to the common pleas court for trial The first trial was held in October 1913 a disagreement having resulted after the jury had been out for 27 hours

CATHOLIC ALUMNI TO MEET

Elaborate Preparations Made for the Convention in Baltimore

BALTIMORE Nov 17—Elaborate preparations have been made for the second biennial convention here November 2? to 2? of the International Federation of Catholic Alumni The delegates will represent 175 alumni associations of Catholic colleges academies and high schools throughout the United States and Canada with an individual membership of 30 000

Among those who are on the program for addresses are Cardinal Gibbons honorary president of the federation Bishop Thomas J Shahan rector of the Catholic University and active director of the federation Mayor James H Preston of Baltimore and Miss Clare Cogan Brooklyn N Y president of the federation

Cardinal Gibbons will intone the final benediction of the high mass to be celebrated in the cathedral Sunday morning November 26 and afterward will receive the delegates at his residence The convention will close that night with a discussion of the three departmental activities of the federation—Catholic education Catholic literature and Catholic social work

On the following Monday the delegates and their friends will go to Washington where numerous social functions have been arranged for their entertainment The closing feature will be a reception in one of the government buildings On the Washington reception committee are a number of women prominent in the social life of the National Capital including the wives of members of President Wilson s Cabinet

Gets Full Amount

Contractor B O Connor in his suit against the Snowdon Coke Company recovered the full amount of his claim with interest Although the jury s verdict was for only $869 Mr O Connor had previously been paid $1 280 the amount the company admitted owing him

Marry in Uniontown

Miss Nelle Florence Wyatt daughter of Mr and Mrs Arthur Wyatt of Upper Tyrone township and William Henry Lane of Broad Ford were married yesterday in Uniontown by Rev George L Conway

Pennsy Needs Men

The Pennsylvania railroad is seeking firemen and brakemen according to notices posted over the Southwest division Applicants are directed to apply to local freight agents

Granted a Divorce.

Mrs Elvie J Smith of McKeesport formerly of Connellsville has been granted a divorce from Wendell T Smith of Connellsville

DEMOCRATS FALL DOWN WITH THEIR BIG JOLLIFICATION

Bullskin Township and the South Side Savages Save the Procession.

STERLING AND M'GINNIS HEROES

They Gets Lots of Publicity, But There is Not Much Said About Mr. Wilson; Red Fire Supply is Limited, and Squire Bixler Doesn't March.

After seeing the Democratic parade Thursday the question naturally arises What did they do with Squire Bixler s $1 500? A parade about 10 times as good as the one P J Harrigan and his 100 vice presidents put on last night could have been staged for $150 and there would have been money left for a treat for the little folks

It was some parade President elect Woodrow Wilson would have enjoyed it but Congressman elect Bruce F Sterling who out of courtesy had to attend seemed bored

F O Goodwin grand marshal led the procession on horseback His aides were Ralph Cuthbertson Jr, W P Schenck and Walter Rogers also mounted

Three bands furnished music a couple of dozen tin horns made noise and another couple of hundred sticks of red fire were set off to add eclat to the occasion The marchers were few and the automobiles fewer City Clerk A O Bixler supervisor of the exchequer who says he collected $1 500 did not participate He was seen returning hot foot from the West Side as the procession was moving majestically across the bridge apparently having gone over to let those on the other side of the Jordan know that she was coming

The South Side Savages brought up the rear Marching in military order with Em Hicks in command they had a parade all their own Without the three bands the Savages and two wagons from Bullskin township there wouldn t have been a parade

The banners consisted principally of boosts for Postmaster W D McGinnis and The News and roasts for The Courier Four more years of the best postmaster Connellsville ever had read one of the banners which was not written by Street Commissioner William McCormick There were also some complimentary slogans about Congressman-elect Bruce F Sterling President Wilson got only passing mention

The mayor s ward was right and so was Bill McCormick s read a banner This attracted much comment inasmuch as Hughes carried the mayor s ward by 20 votes and Sterling by one

Rev J L Proudfit an ardent Wilson booster occupied a position of prominence in one of the automobiles

Outside of the parade itself the best example of Democratic humor was a circular listing the members of the crew that will take the trip up Salt River Owing to the high cost of paper and ink the printing of these is said to have cut a big hole in the $1 500 parade fund The red fire is said to have been curtailed to reduce the general expense

One member of the committee said today that the real celebration would be held in Uniontown on November 22 Last night s jollification he laughingly admitted was only a rehearsal An effort will be made to raise $1 500 to defray the expense of printing red fire bands and tin horns

BUYS A HOTEL

T. S. Strawn Takes Over Monongahela House at Brownsville.

The Monongahela Hotel at Brownsville was sold yesterday by J R Mullen the proprietor to T S Strawn of New Kensington providing the transfer of the liquor license is agreeable to the Fayette county court

Mr Strawn has been proprietor of the New Hotel at New Kensington for five years and was one time employed as a Baltimore & Ohio railroad dispatcher in Connellsville He is well known in Fayette and Westmoreland counties

COMPOSER HONORED.

Miss Goldsmith Gets Armful of Flowers From Admirers.

Miss Florence Goldsmith returned last night from Pittsburg where her opera The Pilot of Tadousac was produced at the Schenley theatre to a crowded house on Thursday night She was to ing an armful of American beauties presented to her by admiring friends during the performance.

The Pittsburg performance was a success artistically and financially

Christopher-Kelly.

The marriage of Miss Helen Christopher daughter of Mrs Minnie Christopher of Lambert and William Kelly son of Mr and Mrs Byron R Kelly of Scottdale were married Thursday at the parsonage of the Sidone Presbyterian Church in Uniontown Rev W Scott Bowman the pastor officiating Mr and Mrs Kelly will be at home in their newly furnished residence in Warren O November 20 Mr Kelly is employed in the steel mills in Warren

Party at Everson.

Mr and Mrs George Hughes entertained a number of their friends at their home at Everson in honor of John Roadman who has gone to Fort Slocum New York The evening was enjoyably spent at various games followed by luncheon at 10 30 o clock. Among the guests were Catherine O'Toole Margaret Quinn Catherine and Sara Rollinson, Elizabeth Wells, Horace Wells Thomas Hughes and Torrence O Tolle.

THE CAR SHORTAGE SHOWS RAILROADS TO BE INADEQUATE

Transportation Arteries Too Small for Trade Circulation.

HAVEN'T GROWN FAST ENOUGH

To Keep Proper Pace With Our Great Industrial Expansion, Proper Development Has Been Prevented by too Much State and Federal Regulation.

In an address before the American Railway Association recently Ivy L Lee very aptly characterized the present car shortage as commercial apoplexy. Commenting upon this Financial American no less aptly says that our transportation arteries are not large enough to care for the circulation of trade. Intense industrial activity has produced wholesale congestion. Our industrial blood pressure is straining our arterial facilities to the point of peril to the whole economic system.

It is nonsense of course to belabor the railroads on the score of lack of freight rolling stock when it is obvious that they cannot efficiently move because of shipping congestion the freight now on the rails. It is nonsense to criticise the roads for failing to prepare heretofore for such a condition as the present when figures show that until about three months ago a net surplusage of freight cars had existed scarcely without interruption for eight years.

It is impossible not to foresee the end of the existing congestion which as an abnormal condition will ultimately be somewhat relieved through natural processes. But a return to normal conditions will not mean that the problem before us today will then have ceased to exist. Growth of population agricultural development industrial expansion chiefly the latter have gone forward in the last two years to an extent which means that any future return to normal will find a condition substantially different from the normal prior to the war. Our railroads will still be inadequate in extent equipment and efficiency to serve their purpose as builders and sustainers of a prosperous nation.

The solution is readily named. It has been obvious for a decade. If we are to obtain the railroad facilities absolutely necessary to move our national trade we must be willing to pay the bill which means that we must permit the railroads to earn sufficient profits to attract the necessary private capital. Otherwise private capital will put its money elsewhere and government ownership will be the only course.

It is a curious fact that the efforts of the Federal and State governments through regulation to make the railroads serve the people reasonably and efficiently have been the prime factor in bringing the railroads into a condition, in a time of great national necessity when they cannot provide such service. Railroad mismanagement was undoubtedly an important contributing factor but mismanagement has been eliminated while burdensome and interlocking regulation still prevails. National administrations have come and gone without anything approaching a constructive effort to assist the railroads to meet the growing needs of the country.

Duplication of regulation and multiplication of taxes narrowed the railroad question as between the railroads and the public into an issue of rates. National and State administrations legislatures and utility commissions gave their attention to this issue almost to the exclusion of broader questions—a fault in which the railroads themselves for a long time shared. The question today is clearly a broader one. National necessity calls for means whereby our railroads can be enlarged in extent and in equipment and the remedy involves something more than rate adjustments.

Present earnings of the roads are enormous last year they were $708 000 000 more than in the previous year but in the nine years since July 1 1907 the roads have invested upward of five billions of new money in increased facilities and the additional money earned in 1916 is less than six per cent return upon the additional investment of those nine year.

Given the facts that last year's net income was insufficient to provide adequate return upon the capital invested that all costs are enormously inflated that labor is hard to get and reduced in efficiency that congestion of traffic is making economical operation difficult that since the railroads cannot in 1917 handle a quantity of business greatly in excess of 1916 and the expense of doing this business certain to be very much greater reduced net revenues are to be expected—given these facts we see that a new policy of relationship between the government and the railroads between the public and the railroads is a necessity if we are not to retrograde economically as a nation.

ROAD ABANDONED

No Chance That the P. W. & S. Railway Will Ever Resume

Workmen are engaged in tearing up the rails at the Ligonier end of the Pittsburg Westmoreland & Somerset railroad which some time ago suspended operations. All hope that the mountain line might eventually be rehabilitated now seems lost.

The line extended from Ligonier to Somerset and connected residents in that section with the Pennsylvania railroad at Latrobe.

Report Now Ready

The United States Geological Survey Department of the Interior now has available for distribution its annual statement on Iron Ore Pig Iron and Steel in 1915.

HIGHER FREIGHT RATES NEEDED

To Offset Higher Labor Costs is the Contention of the Railroads in an Analysis of Conditions.

That the railroads of the country are launching their expected propaganda for higher freight rates to offset the increased labor costs they will be called upon to pay should the courts declare the Adamson eight hour law constitutional is indicated by publications made under their auspices. Thus in a statistical bulletin the Bureau of Railway Economics seeks to show that while receiving lower freight rates per ton per mile than the railways of any other country except India the railroads of the United States pay higher wages than the railways of any other country except western Australia.

On the heels of the bulletin's figures is an analysis of the bureau's statistics published in the recent issue of the Railway Age Gazette. This analysis says in part:

Undoubtedly the most striking feature of these comparisons is the low rates for which freight is carried in the United States in spite of the high wages paid since wages constitute the principal item in railway operating expenses. The average receipts per ton mile on the railroads of the United States .729 cent are only about sixty per cent of the average rate for hauling a ton one mile received by the principal European countries. India is the only country in the world that has a lower rate .700 cent. Brazil has the highest rate 1.07 cents per ton per mile. Canada has only a slightly higher rate than the United States .758 cent while in most countries the average freight rates are two three or four times as much as those received by the railways of the United States.

The principal economies in operation in this country which have made possible virtually the lowest freight rates in the world have been effected in the conduct of the freight service and mainly by increasing the size of the units in which freight is transported. The railways of the United States handle more freight per car per train and per mile than the railways of any other country in the world.

WOODEN CARS DOOMED

Railroad Men of Opinion That Safety Demands Their Elimination

But little need be said on the subject of steel cars in respect to their advantages for safety over wooden ones says a railroad man of experience. Their superiority has been demonstrated in many instances. Steel cars have supplanted wooden ones and it is merely a question of time when all wooden cars will have been retired from service.

Attention for the time being centers on the manner of disposition of the use made of wooden coaches in a mixed train composed in part of steel equipment. On account of the greater weight and strength of the steel car it is undesirable to place wooden cars in front or between them. In case of derailment or collision the impact of the heavier cars would aggregate conditions to the serious disadvantage of the wooden cars.

COTTON WASTE HIGH

Machine Shops Compelled to Use Baled Rags for Wiping Purposes.

Managers of machine shops garages and other places where cotton waste is used in large quantities are complaining of the big advance in price. White waste now sells for 16 cents a pound while a year ago it could be purchased for a few cents a pound. Some shops are buying baled rags and using them in place of waste.

Cotton waste is the threads and refuse of cotton cloth weaving mills. The demand for cotton products has increased to such an extent since the war began that cotton manufacturers find they can get more money from what was formerly waste than by merely baling it up and selling it to machine shops.

GETS BIG AWARD

Pennsy Must Pay Coal Company for Discrimination in Cars

PHILADELPHIA Nov 17.—After a four days trial a jury in the United States Circuit Court today ordered the Pennsylvania Railroad Company to comply with an order of the Interstate Commerce Commission awarding the Clark Brothers Coal Mining Company $31 217 96 damages for alleged coal car discrimination.

While the jury allowed the principal of the award it gave no interest which was also sued for from June 25 1907. This is the third time in little more than a month that federal juries have enforced awards against the Pennsylvania railroad.

FIRST COAL SHIPMENT

Goes Out Over Greene County's Narrow Gauge Railroad.

The first coal to be shipped out of Greene county over the Waynesburg & Washington railroad was sent over the road last week. The shipment consisted of two carloads transferred at Washington to a broad gauge car and from there shipped to Youngstown where it will be used.

The coal was mined at the Thomas Barnes mine on the A. J. Moredock farm just east of Waynesburg.

CAR BUYING

Goes Forward Without Cessation Even if Top Price is Asked for Steel

Heavy buying of railroad freight cars is going forward without cessation and the interesting feature to this is that the builders are paying $.00 Pittsburg for the steel that is going into these cars which cannot be delivered until next autumn.

Total car orders placed in October aggregated about 26 000 which compares with 14 500 in September.

Advertise in The Weekly Courier

Coal Freight Rates

TO EASTERN POINTS — ORIGINATING DISTRICT

Rate per Gross Ton of 2240 lbs. Destination	Connellsville Pittsburg	Westmoreland Fairmont	Greensburg	Latrobe
Baltimore Md	$2 00	$1 5[illegible]	$1 [illegible]	$1 6[illegible]
Chester Pa	[illegible]	1 80	1 [illegible]0	1 60
Harrisburg Pa	1 [illegible]0	1 [illegible]	1 40	1 [illegible]
Johnstown Pa	[illegible]5	60	60	[illegible]4
Lebanon Pa	[illegible]	1 [illegible]	1 60	1 [illegible]
New York 37th St	[illegible]	[illegible]10	1 9[illegible]	1 8[illegible]
New York Brooklyn	[illegible]3	[illegible]	[illegible]	1 [illegible]
Philadelphia Pa	2 00	1 85	1 [illegible]	1 [illegible]
Sparrows Point, Md	2 00	1 [illegible]	1 [illegible]	1 [illegible]
Steelton Pa	1 [illegible]	1 [illegible]	1 4[illegible]	1 [illegible]
South Bethlehem Pa	[illegible]10	2 00	1 9[illegible]	1 [illegible]0
Syracuse N Y	[illegible]15	2 00	85	1 [illegible]
To ATLANTIC PORTS via P R R				
Greenwich Pa	1 [illegible]	1 [illegible]0	1 4[illegible]	[illegible]
Greenwich Pa to Export	1 65	1 [illegible]	[illegible]35	[illegible]
So Amboy N J F O B Vessel	1 9[illegible]	1 8[illegible]	1 65	[illegible]
Harsimus N J F O B Vessel	2 00	1 85	1 [illegible]	
Greenville N J F O B Vessel	[illegible]	1 8[illegible]	1 [illegible]	
Canton Baltimore Md	1 7[illegible]	1 [illegible]	1 [illegible]	
Canton Md for Export	1 [illegible]8	1 4[illegible]	1 [illegible]5	1 15
To ATLANTIC PORTS via B & O				
St George N Y Coal Piers	[illegible]	1 [illegible]		
St George N Y for Export	1 9[illegible]	1 8[illegible]		
Philadelphia Coal Piers	1 [illegible]	1 [illegible]		
Philadelphia for Export	1 [illegible]	1 [illegible]		
Curtis Bay Balto Piers	1 [illegible]	[illegible]		
Curtis Bay Balto for Export	1 [illegible]5	[illegible]		

*The [illegible] from the [illegible] to Johnstown. The Connellsville rate applies [illegible] shipments from [illegible] South West Branch of the Pennsylvania railroad [illegible] from [illegible] on the Pittsburg Virginia & Charleston [illegible] Monongahela River [illegible]. [illegible] Rate on shipments [illegible] B & O [illegible] to shipments from points east of Sitter [illegible] Smithfield & Mason own Branch [illegible] from the [illegible] West Virginia.

TO WESTERN POINTS — ORIGINATING DISTRICT

Rate per Net Ton of 2000 lbs. Destination	[illegible]	[illegible]	[illegible]
Canton O	$[illegible]	$1 [illegible]	$[illegible]
Chicago Ill	1 [illegible]	[illegible]	1 [illegible]
Cleveland O	[illegible]0	1 [illegible]	
Columbus O	1 [illegible]	[illegible]	[illegible]
Detroit Mich	1 [illegible]		1 [illegible]
Indianapolis Ind	1 [illegible]		
Toledo O	1 [illegible]	1 [illegible]	
Youngstown O			
Erie Pa		[illegible]	

[illegible] District [illegible] South [illegible] New York [illegible] Marion [illegible]

LAST THE BIGGEST YEAR IN HISTORY OF B. & O. RAILROAD

Transportation Activity is Greater Than Ever Before Known.

REVENUES GREATER THAN 1913

Income Sufficient to Pay All Fixed Charges Operating Expenses a 5% Dividend and Leave a Surplus of Over $3,000,000, Equipment Increase

The ninetieth annual report of the Baltimore & Ohio Railroad Company shows that the fiscal year ending June 30th last was the greatest in the history of the company in point of volume of business handled and in [illegible] from the various sources of revenue.

The total revenue of the year were $111 668 68[illegible]34 an increase of [illegible] per cent and exceeding by $10 11[illegible]3[illegible]5 the next largest earnings of 1913. Operating expenses were $7[illegible] 5[illegible]04 16 an increase of 21 08 per cent. Net revenue was $[illegible]348 8[illegible] an increase of 15.93 per cent.

The gross income from the year's operations was sufficient to enable the company to meet its fixed and other charges to pay the established four per cent dividend upon the preferred stock five per cent upon the common stock and to have a surplus of $3 664 463.35.

The year was one of unprecedented business activity. The crops were unusually abundant and mining and manufacturing industries were exceedingly active throughout the year. The export demand especially heavy because of the continuation of the great war abroad taxed the terminal facilities at all of the Atlantic ports and with the absence of sufficient vessels to move the tonnage offering caused a congestion of traffic on the eastern railroads which was particularly severe during the winter months.

Because of this congestion it was necessary at times to hold for considerable periods for delivery to connections and for export a large amount of traffic which not only retarded the movement of cars but added greatly to the transportation costs and more of equipment charges.

The passenger traffic approached the maximum of former years notwithstanding the entire suspension of immigrant travel which formerly contributed approximately one million dollars per annum to the company's revenue.

With the increased revenue available a liberal maintenance program was followed. The total expenditures for the maintenance exceeded those of the previous year by something over twelve million dollars.

The gross income for the year was $34 497 43[illegible] 22 an increase of $4 640 894 27. Deductions from gross income show a net increase for the year of $1 729 328 93 due principally to a net increase in interest on funded and unfunded debt.

The net income for the year amounted to $13 692 446 67 an increase of $ 911 656 34 over the preceding year out of which dividends at the rate of four per cent per annum amounting to $2 354 597 28 were paid on the preferred stock of the company.

Liberal expenditures on account of maintenance brought the property up to a high state of efficiency which was largely contributed to by the improvements and betterments made during recent years. Indicative of this the average revenue freight train load was brought to 760 67 tons an increase of 9 87 per cent.

The percentage of steel freight cars including cars with steel underframes and steel center sills was raised to 90 80 per cent of the total revenue freight equipment while at the close of the preceding year this figure was 81 38 per cent.

During the year the company operated 4 5[illegible] miles of main tracks and a total of 9 042 miles of all tracks.

NET SHORTAGE OF 100,000 CARS

Nearly Double That of [illegible] and Greatest in the History of Railroad in the U. S.

The monthly bulletin of the American Railway Association [illegible] evidence of [illegible] extent of the freight car shortage. [illegible] therein given show that on November 1 the net shortage was [illegible]. On October [illegible] the [illegible] and [illegible] September [illegible]. For a [illegible] supplied for a period [illegible]. During the [illegible] prior [illegible] August 1916 there has been [illegible] surplus of cars [illegible] roads except [illegible] three months [illegible] 1913 and the month [illegible] year.

[illegible] the [illegible] surplus of [illegible] cars [illegible] than [illegible]. In [illegible] 1911 the maximum surplus was 2[illegible] [illegible] cars of March 1.

In January 1912 there was a net surplusage of approximately [illegible] cars. From November 1911 until March 1916 there was a continuous surplusage of cars [illegible] October [illegible] when the figures [illegible] that the American Railway Association stopped compiling the [illegible] resumed on February 1 [illegible] when idle cars still numbered 2[illegible].

The number of freight cars owned by the railroads of the country increased during that same eight years from 1 991 5[illegible] on July 1 1907 to 2 447 178 on July 1 1916.

The following shows the car situation on the 1st of each month during the year to date:

	Surplus	Shortage	Idle Cars	Net Shortage
Jan	[illegible]	[illegible]10	[illegible]051	
Feb	[illegible]	33 1[illegible]	[illegible]0	
Mar	3[illegible]			19 63
Apr		4[illegible]	[illegible]88	
May	[illegible]3 31	[illegible]8	[illegible]	
June	31[illegible]	1[illegible]	[illegible]	
July	68 03	15 801	[illegible]	
Aug	[illegible]	[illegible] 01	[illegible]	
Sept	[illegible]241	6[illegible]9		1[illegible]8[illegible]
Oct	[illegible]	94 8[illegible]		[illegible]06
Nov	4 [illegible]4	12[illegible]4		1[illegible]801

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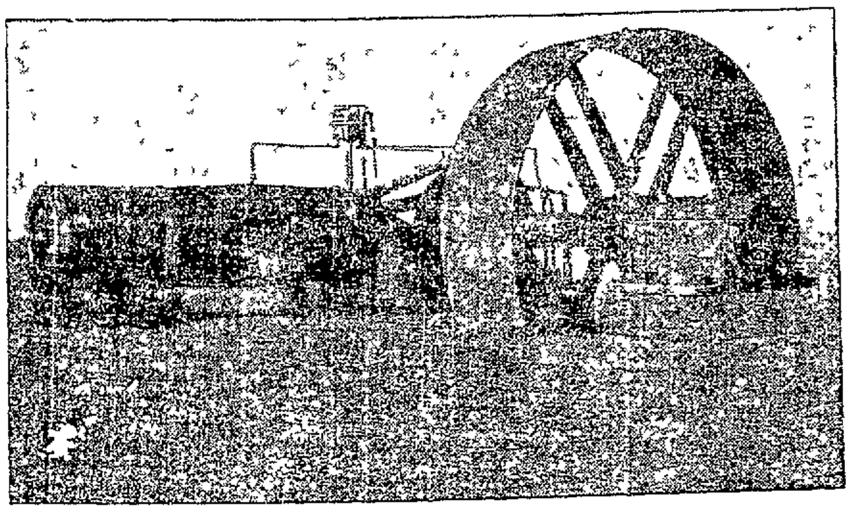

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